

Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Summer 2010/Vol. 41, No. 2

**Port of Astoria
1910 ~ 2010**

**Full View Including
New Bridge**



See Page 8

Looking down on Port of Astoria from over Young's Bay

Sally the Salmon Says...

Before Euro-America - Chinook Nation
200 years - City of Astoria
126 years - CRFPU
100 years - Port of Astoria

"I have been here to see it all."



**EDITOR**

Jon Westerholm
93798 Jackson Rd, Astoria, OR 97103
503/458-6518

**Columbia River Fishermen's
Protective Union**

One of the Oldest Conservation Unions
on the West Coast—Since 1884

PRESIDENT

Darren Crookshanks
6130 Willowgrove Rd, Longview, WA 98632
360/957-4586

FIRST VICE PRESIDENT

Kent Martin
P. O. Box 83 Skamokawa, WA 98647
360/795-3920

SECOND VICE PRESIDENT

Gary Soderstrom
P. O. Box 747, Clatskanie, OR 97016
360/430-3317

EXECUTIVE SECRETARY

Jack Marincovich
37712 Parker Lane, Astoria, OR 97103
503/325-2504

CRFPU Board of Directors**DISTRICT 1**

Vern Forsberg
28811 NW Main, Ridgefield, WA 98642
360/887-4089

DISTRICTS 2, 3

Jack Fowler
6349 Willow Grove, Longview, WA 98632
360/425-4662

DISTRICT 4

John Kallunki
79806 Blackford Road, Clatskanie, OR 97016
503/728-4551
Greg Mustola
80190 Alston Mayger Road, Clatskanie, OR 97016
503/728-2248

DISTRICT 5

Kent Martin
PO Box 82, Skamokawa, WA 98647
360/795-3920

DISTRICT 6

Dan Stephan
1365 Altoona Rd
Rosburg, WA 98643
360/465-2468

DISTRICT 7

Alan Takalo
93491 Aldrich Point Rd, Astoria, OR 97103
503/458-6654
Gerald Westerholm
P. O. Box 2075, Gearhart, OR 97138
503/738-7609

DISTRICT 8

Mark Ihander
92146 Lewis & Clark Rd, Astoria, OR 97103
503/325-4865

*Official Publication of the
Columbia River Fishermen's Protective Union*
One of the oldest Conservation Unions on the West Coast
Incorporated in 1884

P.O. Box 627, Astoria, Oregon 97103

Jon Westerholm, Editor - Phone (503) 325-2702

Connie Westerholm, Computer Typist

Anchor Graphics, Layout and Production

Diana Johnson, Writer, Photographer and Computer Typist

FORWARD

This paper is being published for the purpose of keeping the public and fishermen informed of the **facts** and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contribute to this cause. Anyone who wishes to contribute articles, pictures, stories, or ads, please contact the editor at:
P.O. Box 627, Astoria, Oregon 97103 or call (503) 325-2702

**Help Support the
Columbia River Gillnetter Publication**



The Columbia River Gillnetter is one of the only remaining publications on the west coast devoted exclusively to gillnetting. We have been making a difference for 40 years, our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is an important contact with fishermen, lawmakers and the public. If you would like to help, send donations to Columbia River Gillnetter.

The following individuals have made a contribution to the Columbia River Gillnetter Publication, which will be used to help continue the publication and mailing of the free informational newspaper. We thank them for their support

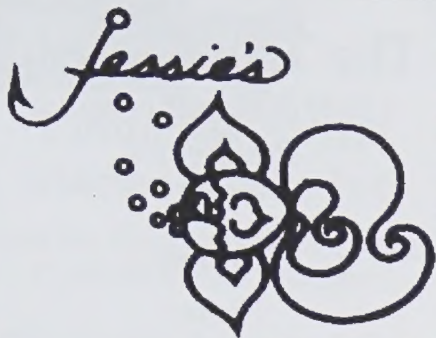
March 2010 to August 2010

John Kohnen – Eugene, OR
Mel & Marie Lampi – Knappa, OR
Paul Vik – Puget Island, WA
Philip Johnson – Seaside, OR
Dave & Lynne Leuthe – LaCrosse, WI
Fred Lunski – Bellevue, WA
Sandra Robinson – Knappa, OR
Don McDaniel – Astoria, OR
James Jones – Portland, OR
John Pincetich – Gearhart, OR
Abbie & Nettie Blair – Youngs River, OR
Larry Freshley – Olympia, WA
Bruce Hansen – Sauvie Island, OR
James Peck – Milwaukie, OR
Gerald Lokan – Roseburg, OR
George & Pat Heiner – John Day, OR
Matt Kinnunen – Astoria, OR
Don Fastabend – Astoria, OR
Lloyd Haatia – West Linn, OR
Robert Wegdahl – Longview, WA
Ralph Sorensen – Edmonds, WA
Don & Glenda Ivanoff – Astoria, OR
Glenn & Mary Larsen – John Day, OR
Sterling & Phyllis Amsberry – Sisters, OR
Don & Pat Abrahams – Svensen, OR
Jesse Jones – Santa Barbara, CA
Merle Reinikka – Portland, OR
Gloria Mattila – Mercer Island, WA
Harold Stensrud – Hermiston, OR
George Siverson – Astoria, OR
Greg Jacob – Hillsboro, OR
Don Johnson – Astoria, OR
Fred Westfall – Port Angeles, WA
Rich & Mavis Fletcher – Beaverton, OR
Rae Goforth – Astoria, OR
Earl & Barbara Tilly – Wenatchee, WA
Guy & Stacey Lutz – Brightwood, OR

Emmy Oren – Seaside, OR
Gerald & Lois Carlson – Salem, OR
Jon & Bev Moberg – Salem, OR
John & Sheryl Toftemark – Eugene, OR
Bruce Tolonen – Portland, OR
In Memory of Mrs. Mary, Joanie Tolonen & Steve Lund
Harold & Gail Vice – Astoria, OR
In Memory of Steve Lund
Arvid & Barbara Blix – Puget Island, WA
In Memory of Marvel Blix
Phil & Anita Raistakka – Naselle, WA
In Memory of Steve Lund
Ward & Doris Paldanius – Salem, OR
In Memory of Gerald Sommerset
Vince & Shirley Tadei – Astoria, OR
In Memory of Gerald Sommerset
Terry Reusser – Warren, OR
In Memory of Morrell Brothers – Louie, Paul, Jim & Nick
Quenton & Jean Smith – Newberg, OR
In Memory of Cliff Ritter
Tom Tarabochia – Kelso, WA
In Memory of Joe B. Tarabochia
Barbara Begleries – Astoria, OR
In Memory of Nick Begleries
Robert Johanson – Rainier, OR
In Memory of Gerald Sommerset
Geraldine Chisholm – Seaside, OR
In Memory of Bob Chisholm
Mark & Sheila Radich – Svensen, OR
In Memory of Clifford Johnson
Vern Logsdon – Warrenton, OR
In Memory of Don Riswick
Salo Bros. Myron/Jeff – Portland, OR
In Memory of Steve Lund & Dale Letno

This paper was started for your benefit in 1969 to help keep you informed on Gillnet issues. As we are non-profit, we depend on advertising and donations to keep publishing and mailing this newsletter.

Please make your contributions to: Columbia River Gillnetter, P.O. Box 627, Astoria, OR 97103



Ilwaco Fish Co., Inc.

Salmon For All Member

Ilwaco, Wash. 360/642-3773

Doug Ross, Pierre Marchand, George Alexander, Gillnet Buyers

Offset Printing • Digital Printing • In-Line Booklet Making

Anchor Graphics Printing & Design



503-325-5841 voice/fax

439 30th Street

P.O. Box 1400

anchorgraphics@seasurf.net

Serving the area for over 56 YEARS!

- ▲ Letterhead
- ▲ Envelopes
- ▲ Forms
- ▲ Post Cards
- ▲ Business Cards
- ▲ Booklets
- ▲ Self-Mailing Brochures
- ▲ Variable Data Printing
- ▲ Addressing
- ▲ UPC Bar Coding
- ▲ FREE Local Delivery

Join your Union

The CRFPU board has authorized lessor membership price of \$100.00 or \$50.00 per year for those who want to help out.

The yearly voting membership remains at \$150.00.

A Union card and receipt will be issued in each case.

Send Dues checks to:

Jack Marincovich,

CRFPU

P. O. Box 627

Astoria, OR 97103

PLEASE PAY YOUR DUES!

NOTICE

OUR OFFICE IS CHARGED FOR EACH ISSUE OF THE GILLNETTER RETURNED TO US. IF YOU HAVE CHANGED YOUR ADDRESS. PLEASE FILL OUT THIS FORM AND RETURN IT TO US.

Name _____

New Address _____

City _____

State _____ Zip _____

Phone _____
email _____

Send to: Jon Westerholm, CRFPU,
P. O. Box 627, Astoria, OR 97103



From The Editor

1910 was a very prominent year in Oregon's historic growth and development. Many things happened that year to help shape the future of the Northwest (including Astoria and the Columbia River, corridor to the sea). Commercial fishing on the Columbia River was at a peak with its large gillnet fleet and its many operating canneries. Commerce along the River was dominated by sternwheel riverboats and railroads were just beginning to appear. Sail power had been replaced by the internal combustion engine shortly before this time; roads and highways were still in the future.

This scene of 100 years ago, sets up our feature story: the founding of the Port of Astoria. While the town of Astoria had been established 99 years earlier, the Port's golden anniversary occurs in 2010. I regard the Port as an organization of great importance to our area and worthy of our attention. Congratulations to the Port of Astoria.

We breathe a sigh of relief with the disappearance from the local scene, along with all the advertising, propaganda and promotion, of the Texas Northern Star Company in its efforts to license the Bradwood Landing LNG plant along the Columbia River in east Clatsop County. The potential harm of such a plant to the overall environment, including the Columbia River and its ancestral salmon runs, was not worth the risk. The need for the LNG operation is not viable. Now we must continue to carefully evaluate the need for the New York financed Oregon LNG on the Skipanon River in Warrenton. I don't think we are any more willing now to sacrifice our local quality of living for the benefit of outside interests than we were before.

To one of our astute readers, we apologize for a statement in one of our stories about LNG (Winter 2010, Vol. 41, No. 1). Clifton was never named as a proposed site for an LNG plant. Actually, Bradwood, Clifton's close neighbor, was the proposed targeted area.

About the Corps of Engineer's river channel deepening project, slated to be completed this year. It is interesting to note the admission by our large Portland newspaper to the east, that the economic and environmental benefits are going to be less than projected.

Again, we repeat, the Portland Harbor, with many of its other advantages such as location, will never be a true deep water port. The 103 mile distance from the ocean, using today's behemoth ships, will never pencil out. The damage being done to our River and its fish, in the process of shipping, is irreparable. Plying deep water ocean-going vessels through such a narrow inland channel is courting disaster. Like the Exxon-Valdez debacle in Prince William Sound, Alaska in 1989 and the current oil well disaster in the Gulf of Mexico, it is not a matter of IF something is going to happen but rather WHEN. It is interesting to note that, earlier this year, when the director of the Port of Portland announced the final year completion of the deepening project on the Columbia, he said that he was now glad to have a 43 foot channel. He went on to say that he sure would rather have a channel that is 50 feet deep!

Accolades and congratulations to the Confederated Umatilla Tribal Fisheries Department on their success at bringing Spring Chinook back in catchable numbers to the Walla Walla River which drains into the same area as the Umatilla River in the Blue Mountains of NW Oregon. There were approximately 1200 returning adults this year and the possibility exists that as many as 5500 will return in the future.

Bonneville Power Administration's Columbia River hydropower operations still squeeze off downstream ocean-bound fingerling migrants as well as upstream spawning-bound salmon adults. By putting a large portion of water through the power turbines, we wonder what are the real chances for salmon recovery. Today's stance by the BPA Feds is that the leadership in salmon recovery must come from the estuary. They say that we must also cut back on hatcheries and harvests to save salmon. It is difficult to tell which direction we are going. It seems that we must all contribute in the recovery effort if our grandchildren and future generations are to experience even some of what we have experienced in the past on the Columbia River. It must be a cooperative effort for all involved.

On the plus side, we can celebrate the good returns of Spring Chinook as well as the unexpected record runs of Columbia River Blueback. If we can just do as well with other Columbia River salmon recovery programs as Mother Nature is doing out in the Pacific Ocean, then we have much to look forward to.

Let's all work together, "cooperation" it's called, and look forward to 2011 with positive enthusiasm.

Editor - Jon Westerholm

The Trophy Case

Cindy & Dave Bergquist
Proprietors

Trophies
Plaques
Engraving
Custom Screenprinting
Embroidery
Shadow Boxes
Flag Cases

NO MINIMUMS

Contact us for our military
discounts and shipping costs

(503) 717-8576
Fax (503) 717-8577

2968 Hwy 101 N
Gearhart, OR 97138

Walter E Nelson Co.

Of Astoria

Building and
Maintenance Supplies
Packaging and
Paper Products

421 Gateway
Astoria, OR 97103
503-325-6362



**JP PLUMBING
CO.
& SHOWROOM**

503-325-2830
FAX 503-325-7726
WATTS 800-335-2830

Repair • New • Remodel
Commercial • Pipe Welding

155 11th St, Astoria, OR 97103

**VOLVO
PENTA**

Columbia Pacific Marine Works Inc.

SPECIALIZING IN STERN DRIVES
CUSTOM FAB. & WELDING

(503) 325-4310 Bob, Lasse, & Doug

531 GATEWAY Astoria, OR 97103

Astoria Tax Consulting

HAS MOVED TO THE PORT OF ASTORIA
Next to the Red Lion Inn



WE MAKE TAXES EASY

- Electronic Filing • All States
 - Accurate • Confidential
 - Friendly Service • Professional
 - Personalized
 - Prior years return checked FREE!
- Specializing in individual, self-employed
and small business income taxes.*

Rhoda Ihander
Enrolled Agent
Licensed Tax Consultant

LET US HELP PROTECT
WHAT YOU HAVE

348 Industry Street, Astoria, Oregon 97103

Ph: 503.325.TAX (8297)

Toll-free: 877.325.8297

Fax: 503.325.FAXS (3297)

atc@seasurf.net



LARRY PETERSEN

CONVENTIONAL, FHA/VA PEST & DRY ROT CERTIFIED INSPECTOR
HOME INSPECTIONS & STRUCTURAL PEST CONTROL

283 Kensington
Astoria, Oregon 97103

Business 503-325-5130
Cell 503-338-8554

OREGON STATE CERTIFIED • LICENSED
BONDED • INSURED

OCHI No. 075 • CCB No. 104975
PCO No. 134634 • PCA NO. 134635



RAY RAIHALA INSURANCE AGENCY

AGENT FOR
Grange Insurance Group
United Heritage Property & Casualty

342 Industry St., Astoria OR 97103

Phone/Fax (503) 325-4118

"The Commercial Fisherman's Eyecare Specialist"



North Coast Vision Center

Laura M. Gianelli, O.D.

Walter R. Receconi, O.D.

*Family Vision Care • Contact Lenses
Pre & Post Surgical Care • Fashion Frames*

577 18th Street, Astoria, OR 97103

(503) 325-4401 Fax (503) 325-3278

LANDYE BENNETT BLUMSTEIN LLP ATTORNEYS

THANE TIENSON

Member of the Oregon and
Washington State Bars

Representing Commercial Fishermen
for over **30 years** in the
Northwest and Alaska

Oregon - Washington

1300 SW 5th Ave., Suite 3500
Portland, Oregon 97201

Tel: 503.224.4100 Fax: 503.224.4133

Toll Free: 877.224.4133

ttienson@landye-bennett.com

Alaska:

701 West 8th Ave., Suite 1200
Anchorage, Alaska 99501

1981 East Palmer-Wasilla Highway,
Suite 220
Wasilla, Alaska 99654



The Ship Inn

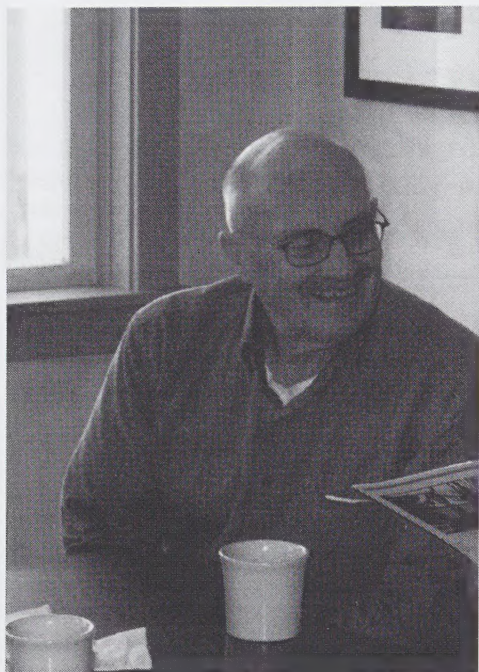
BRITISH PUB AND RESTAURANT

"WE'RE NUMBER 1 ON 2 STREET"

ASTORIA, OREGON 325-0033

Jill Stokeld, your Host

Jack Marincovich Executive Secretary Report



as guidelines to manage the fishery fairly. For one reason or another, they overlook the goals and guidelines.

The worst case of mismanagement is the case of the large runs of Sockeye or Blueback as we know this species. This year, 400,000 of these fish are passing by our front door and we are stuck with a 1% impact or no harvest. As the Spring run gets larger, the impact on the harvest goes up. Why is this not true for Sockeye as well?

Is it because they are not biters and do not grab the lures?

I, together with the fishermen that I represent, are fed up with the whole process and we do not know who to turn to for help.

*Jack Marincovich
Executive Secretary, C.R.F.P.U.*

Where Are We Headed?

I have been a part of commercial fishing on the Columbia River for over 50 years. A good part of these years have been spent representing the Columbia River Fishermen's Protective Union (CR-FPU). The goal of our union has always been to protect the interests of our fishermen.

In recent years most of our time has been spent taking part in compact meetings, either in person or through telephone conferences. We have been trying to get a fair share of the harvest for our fishermen. However, if you look at the numbers, it is easy to see that this is not happening.

The Spring run the last few years has had good returns and these are the fish that bring the most value to our fishermen. The Compact which is made up of decision makers from Oregon and Washington has set seasons that are a long way from being fair! Over the last two Springs, 75% has been allocated to Sport fisheries and only 25% to Commercial.

We are supposed to have management goals that the Compact should use

Vinson Brothers Construction

V.B. Construction Inc.
92740 Knappa Dock Rd.
Astoria, OR 97103

CCB# 66679
Rock Products • Excavation
Underground Utilities
Septic Systems

VBC

Dennis Vinson

Phone (503) 458-6561
Fax (503) 458-6763

Home (503) 325-4125
Cellular (503) 741-0170



Hi-Torque Propellers, the
Captain's Choice!

*Certified & Authorized factory
Repair Station*

**Propellers & Shafts
our specialty**

Welding — Machine Shop

827 NE Harbor Street,
Warrenton OR

(503) 861-1483 fax 861-1112

**Now two locations to serve
you: Warrenton and
Homer, Alaska!**

41871 Kachemak Dr.
Homer, Alaska 99603
(907) 235-3737

Mr. Fultano's

PIZZA PARLOUR

"Hard to find, but worth the time"

WE DELIVER!

- Salad Bar with 35 Items •
- Sub Sandwiches • Lunch Buffet
- Italian Dinners • Beer & Wine
- Sun-Thur 11-11, Fri-Sat till 12

Order ahead for pick-up

325-2855 620 Olney, Astoria



EVINRUDE
E-TEC



CLATSOP POWER EQUIPMENT

Full-Service Dealer

Outboard Motor Repair

— Fred & Gregg Mestrich —

34912 Bus. Hwy 101, at Miles Crossing

Call **325-0792** anytime

1-800-220-0792

Letters To The Editor

Dear Friends,

Enclosed find my gift for more issues of the "Gillnetter." I hope I haven't missed an issue!

I'm a 1948 graduate of Astoria High and sure is nice reading about old friends and neighbors.

Keep your magazine coming!

Thank You

Harold Stensrud
Herrmiston, Oregon

.....

Jon,

Am looking forward to further good reading in the "Gillnetter." Thanks for all the info and the friendly phone visit.

Sometime this summer I hope to get down your way and scan the back issues.

Best Regards,
Merle Reinikka
Portland, Oregon

.....

Jon,

Just a note to express my thank you for your editorial on Welcome Slough and the Blix Boat Works. It brought back memories of my youth as I grew up across the slough from the boat shop that built my father's & uncle's bow pickers. I can't remember the years they were built but the Blix's built quite a few of them. My Uncle Lindor won one of the fish boat races in Astoria. The net rack belonged to Crist Jacobson our neighbor and my Dad tied up there also. Enclosed is a check to help express thanks again and keep up the good work.

Your Friend,
Bob Wedgahl
Longview, Washington

Columbia River Gillnetter,

Thank you for refreshing our memories of "The Duke" and Andrew Marincovich in your March (Winter) newsletter.

One of Andrew's other volunteer duties with The Duke was occasionally working as The Coast Guard of Clifton during the fierce winter storms, making sure all of the duck hunters were safe and accounted for. Sometimes the snow was so intense that all we could hear was the boat's brass bell and the sound of Andrew's voice hollering thru the blinding snow while we took refuge up the narrow sloughs acknowledging that we were okay. Both Andrew and "The Duke" were our guardians on the Columbia as we were young and sometimes fearless (or foolish).

Terry Reusser
Warren, Oregon

.....

Letter to Editor,

Thanks for all the great information about the past fishing days. I read it all. Could you please put me on your mailing list.

Thank you.
Rae Goforth
Astoria, Oregon

.....

Jon,

Enclosed find a contribution to your magazine in memory of Cliff Ritter, my dad, who raised salmon for over 45 years. He commercial fished in Alaska for 3 years in the early 1920's, before that.

We really enjoy getting the Gillnetter.

Thanks,
Quentin & Jean Ritter Smith

Editor,

Enclosed, please find my contribution to Columbia River Gillnetter. I like all of the articles and especially enjoyed the article by my friend, Peter Heckes, as he described Tim Driscoll and his boat building skills - I recall the many times I went with Pete to visit Tim in his shop at Keystone Packing in Ilwaco. I can still remember hearing the belt from the large band saw in his shop - The cookies on his table and the fish head stew on his stove - Thanks for the outstanding publication.

Larry Freshley
Olympia and Oysterville, Washington

.....

Jon,

I have been contributing to the Gillnetter since about 1999. I started doing so when Don Riswick headed the organization.

When I was a Port Commissioner I was a strong supporter of the local fishing industry as I still am today. I support gillnetters, drag fishermen, crabbers, etc. I feel that too many outsiders have decided to put our fishermen out of work in order to satisfy some idea of making the world somehow better. I believe they live in a fantasy world.

Because of my strong feelings in this matter, I have become a member of the Cape Falcon Marine Reserve Task Force along with Bernie Bjork, Jim Bergeron and others. I don't want the fish to disappear. But, at the same time, I also don't want the livelihood of fishermen to disappear.

Sincerely,
Don McDaniel
Astoria, Oregon

Port of Astoria ~ Celebrating 100 years



Port of Astoria • The Portway Tavern (A local favorite) • CCHS #3492-345 ~ 1925©

The year 1910, just 100 years ago, was a great year in the growth and development of Oregon and the Pacific Northwest. This was the year that the city fathers proceeded to conceptualize a public port at the gateway to the Columbia River.

Astoria was a prime location, close to the ocean with deep water all along its waterfront. Many wharves, piers and docks had appeared since the 1850s; then, finally in 1908, the Astoria Chamber of Commerce appointed a committee to study the possibilities of a port. In 1909, the Oregon Legislature passed the necessary legislation. The next year Oregon Governor Benson appointed the first state port commission.

Construction on the Port of Astoria as we know it today, did not actually begin until 1914. Two transportation events helped spur activity:

1) In 1898, the Astoria and Columbia River RR was completed and, in 1907, became a subsidiary of James J. Hill's Spokane, Portland and Seattle RR, extending a lower river connection to the booming river traffic of the time.

2) The Panama Canal, completed in 1913, generated additional sea commerce.

1910 was the first year of Pacific Power and Light Company's (PP&L) connection to Astoria. It was also the first year of the Pendleton Round-Up celebration in Eastern Oregon.

The close ties between the new port

and the fishing industry were established in 1915. The Union Fisherman's Co-op Packing Company became the first customer by storing 100 tons of canned salmon at the port docks. The cans were then loaded and shipped to the east coast on the Steamship Santa Cruz. Over the years, the port docks have remained critical partners to the local salmon canneries by enabling their canned salmon products to be shipped worldwide.

The development of the Longshore Union at the new port, and the Union's strength in providing the labor for loading and unloading ships in later years, created a close relationship between the port and gillnetters and other commercial fishermen. Many fishermen became longshoremen and many longshoremen took up commercial fishing.

In the beginning, lack

of funds and mismanagement played their parts in the delay of construction of the Port of Astoria. Perhaps the biggest thorn was the growing opposition from the Port of Portland. Depth of the river channel from Portland to the sea was a tender subject. Portland merchants resented any threats to their commerce by the upstart port at the mouth of the river. This resentment has resurfaced many times over the years. Portland continues to have difficulty understanding that they cannot be a deepwater port while Astoria has always been. Finally, in 1914, all



*Port of Astoria & Columbia River • 1972~ Arany, Air Photo
CCHS #2332-345 ~ 1972*

Port of Astoria ~ 100 years (cont.)



Port of Astoria • Pier 1 - CCHS #28867-345 ~ 1920

hurdles had been cleared and the first pilings were driven for the construction of Pier 1 at the Port of Astoria.

Construction of the Astoria Flouring Mill was occurring about this time as well. The mill was incorporated in 1914. A. B. Hammond, of A&C RRR and Astoria Hammond Lumber Mill fame, was instrumental in the flour mill's development. Wheat began arriving almost immediately at the docks for future grinding into flour. The grain elevator and conveyers were completed in time to produce a test run for the 1916 Astoria Regatta. By September of that year the mill was producing 1200 barrels of flour daily on orders from New York. With our involvement in World War I, the flour business was booming in 1917. At Pier 1, on the mill's first anniversary, were 256 RR cars filled with sacked grain and 51 filled with flour. The third largest ship in the world and the largest to enter the Columbia River at that time, the 575 foot British steamer Orca, tied up at Pier 1 on Dec. 10, 1919. The Orca loaded grain aboard for the United Kingdom.

By 1924, the Pillsbury Flour Company was involved in the Astoria flouring operation at Pier 1. In later years the mill became known as the "Pillsbury Mill." The company closed its operation and the mill in 1961. [A spectacular event, showing how well constructed the building had been, occurred when the mill was demol-

ished in 1986. Attempts to topple the mill took five days and six dynamite charges. On the eve of the fifth day, after demolition crews had left, the mill fell on its own volition.]

Pier 3 was built in 1919-1920 and included a large storage building. It was touted as the second largest pier in the country and contributed greatly to the port's capabilities until its demolition in 2001.

Highlights throughout the years at the Port of Astoria have also included:

1. Purchase, use and leasing out of the dredge boats Natoma and Chinook
2. Building of the West and East mooring basins
3. U.S. Government connections during WWII with Tongue Point Naval Base
4. Connection to the building of the Astoria-Megler Bridge spanning the river
5. Development of the Clatsop Airport
6. Log shipment
7. Cruise ships
8. Waterfront trolley on the old SP & S Line
9. Hosting the Battleship Missouri
10. Leases to Englund Marine and Bornstein Seafood to build at the port
11. Boat travel lift and storage on Pier 3
12. Present day industry at Tongue Point involving Portland & Western RR

These, then, are the exciting and action-packed 100 years of the Port of Astoria. What does the future hold?

ALL PHOTO CREDITS TO:
Clatsop County Historical Society
Large Front Cover: #12, 422-345 1975©
Front: Bottom right: #10.048.006 ~ 1964



Port of Astoria & Columbia River • CCHS #10.048.08 ~ 1964
Gillnet boats used by Longshoremen loading logs.

Josephson Smokehouse

Information & Photos provided by Mike Josephson



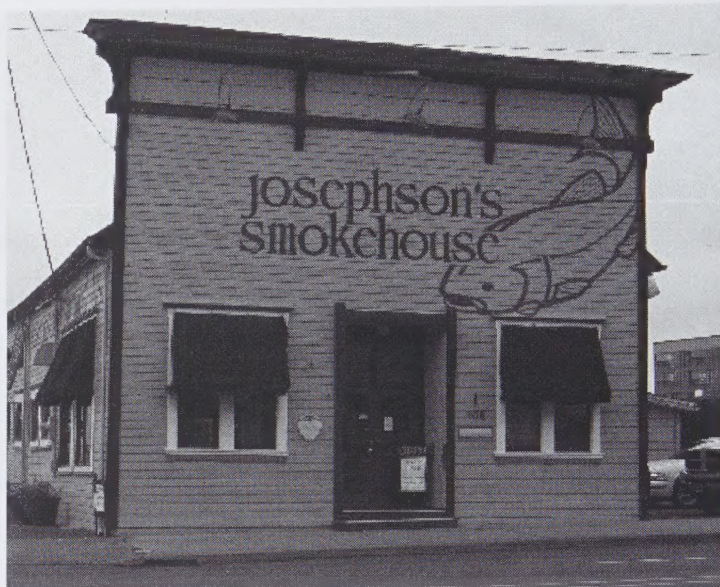
Anton Josephson was from early day Union Town, an Astoria gillnetter, who established his commercial smokehouse in the 1920s and 1930s. His method of brining and smoking salmon fillets over alder wood became a delicacy that endures today. His son, Cecil, carried on the business and, in turn, Cecil's son, Mike, continues the operation with modern equipment and improved techniques.

It is interesting to note that the present day smokehouse building was, at one time, the head office of the Columbia River Fishermen's Protective Union (CRFPU). In the 1920s and 1930s, the Union represented many hundreds of gillnetters and cannery workers in price negotiations and working conditions with the packers. The office was later moved to the Labor Temple and then to a longer stay at 322 10th Street, the current site of Bikes and Beyond.

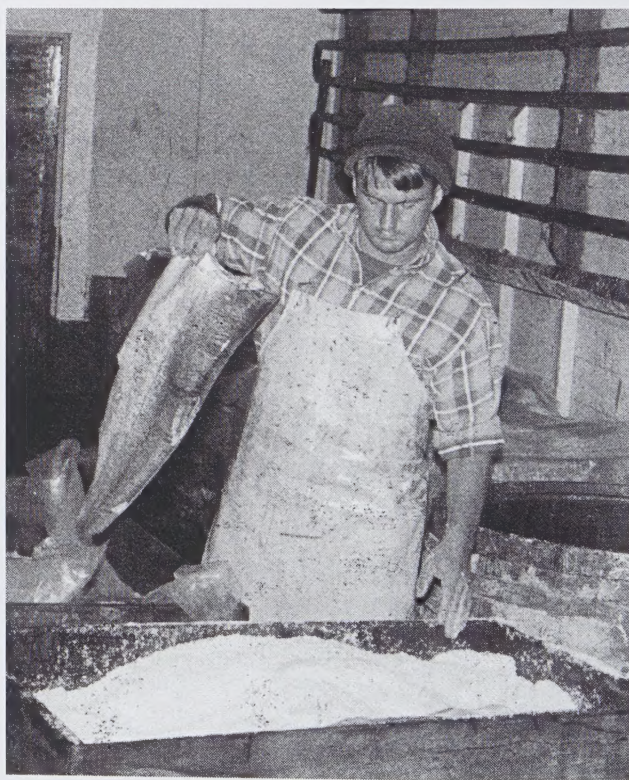
Anton Josephson's early gillnet boat (about 1920) had one of the first four cylinder engines on the Columbia River. This was quite an improvement over the one cylinder "one lugger" machines that had replaced sail power at the turn of the century. Anton's engine, a 25 horsepower Redwing, left all the other boats behind as it hastened to the fishing grounds to lay out net.



Anton Josephson and Erland Sjoblom ~ First high-powered (speed) engine in gillnet boat on Columbia River - Redwing 25 hp. 1920



Above: Josephson's Smokehouse Building • Far left: Establishment Sign



Mike Josephson salting sides of August Columbia River Chinook in Josephson's Smokehouse cold room. Picture was taken in 1968 and the cold room was built by Anton Josephson and his sons in 1938. It took 1200 pounds of salmon in the round to fill a barrel with salt salmon. This fish needed to be repacked every 6 weeks with new brine and was kept at 38 degrees. Soaking the sides out prior to smoking took 18 to 24 hours.

Josephson Smokehouse (cont.)



Above: 11th Street Josephson Fish Buying Station ~ August 1976

Below: Early Day (pre-1900) sail gillnetter used by the Josephson family.



Left & Above: Cecil Josephson's boat was the "Share-Mi-Jack" named after his children, Sherry, Mike & Jackie. Built by Elo Kautu in 1949 at his boat yard on the Lewis and Clark River.



Above: Fish buying in the Old Van Camp's Cannery at the foot of 1st street - right behind Josephson's Smokehouse ~ 1968. Linda Josephson, Mike Josephson, Mark Gustafson, Jimmy Rodgers.

Salmon For All News

CCA Is Still Pitching Disformation About The Gillnet Fishery

Bryan Irwin, Northwest regional director of the Coastal Conservation Association is still at it, creating as much disinformation as he can about the commercial gillnet fishery. Soon after the Oregon and Washington Departments of Fish & Wildlife gave in to pressure from the sportfishing industry and instituted a mark-selective fishery for summer Chinook in 2010, Bryan Irwin published an op-ed in the Vancouver Columbian extolling the conservation virtues of the selective sport fishery and calling for an end to gillnetting, since, as he claimed, gillnets are completely nonselective. He didn't bother to mention that summer Chinook are not listed under the ESA, are considered healthy, and have a significantly lower mark rate than ESA-listed spring Chinook. He also failed to mention the issue of hooking mortality in warm water. Fortunately, the editor of the Columbian allowed Salmon For All to respond with an op-ed from our perspective setting the record straight.

In mid July, Irwin seized an opportunity to take another swipe at the Columbia River gillnet fishery when the Monterey Bay Aquarium's Seafood Watch listed troll-caught salmon from California and Oregon in the "Avoid" category. This time he did so in an op-ed published in the Oregonian. While the editor of the Oregonian did not respond to Salmon For All's request to be allowed to rebut Irwin's dishonest assertions, the Oregonian did

promptly publish an indignant response from former troller Tom Shafer, who defended commercial fishing in general and the gillnet fleet in particular. Another response by Raymond Collins also saw ink.

The CCA is still insisting it is rewriting its failed ballot petition to ban gillnetting, and will be filing it again for another run at the ballot box. It is too late to do it this year, but Oregon allows filing a petition for a later election year. Checking the Secretary of State's website for petitions relating to salmon for the 2012 election year has become a regular ritual. Our current assumption is that the CCA will be advancing legislation in next year's Oregon legislative session. This is likely to be an ongoing story. Stay tuned.

A Remarkable Year For The Select Area Spring Chinook Fishery

This year's spring Chinook season in the Select Areas broke all records for numbers of fish harvested, and in dramatic fashion. The spring Chinook production program had been plagued with disease-related problems for years, which necessitated early release of smolts, resulting in less than desirable returns of adults to harvest in SAFE fisheries. Finding a solution to correct this problem was a pet project for Tod Jones, retired manager of the Clatsop fisheries program, and Roger Warren, retired manager of ODFW's Gnat Creek hatchery. Shortly before the two retired they applied for and received funding to purchase a number of low head

oxygenator units (LHOs), to help boost water quality during critical life stages when disease problems had for years been a vexing issue.

The LHOs are basically industrial strength oxygenator units similar to those available for use in the home by people with breathing problems. LHOs specifically designed for use in aquaculture facilities were developed a number of years ago. Roger and Tod's bright idea was to borrow a page from the competition and put them into use for the SAFE program. Designed to run on 220-volt electrical circuits or on battery backup, these units are portable, and can be moved around to wherever they are needed. The results have been nothing short of spectacular.

The total catch in 2010 SAFE spring fisheries amounted to nearly 24,000 fish, compared to about 4,200 in 2009, and not quite 4,500 in 2008. The LHOs allow hatchery operators to keep their fish longer without encountering issues with disease. And by releasing them when they're ready, and doing so at night, they have managed to cut avian predation to a minimum. These changes have made a huge difference, as this year's catch confirms. SFA Board member Keith Warren, Roger's brother, who works for Clatsop fisheries, says the results have been so dramatic that ODFW is ordering LHOs for the rest of its hatchery operations. That's quite an affirmation for Tod and Roger.

See Article: Columbia River Gillnetter - Winter 2008, Volume 39, No. 1.

Salmon For All News (cont.)

Washington & Oregon Recovery Plans & NMFS 5-Year ESU Review Com- ments Submitted

This spring has entailed a great deal of reading, research, and extensive commentaries for Salmon For All's work group of plan reviewers. Washington's Lower Columbia Fish Recovery Board (LCFRB) released a draft of its Recovery Plan for Washington populations of lower Columbia River Chinook, coho, chum, and steelhead in March. The deadline for public comments was April 9. Response to Salmon For All's comments from the LCFRB were swift and positive. The March 19 draft LCFRB Plan proposed a "front-loaded implementation strategy," which would have placed an undue burden of the recovery strategy on harvest to make up for lack of progress in habitat, hatcheries, and hydropower. That would have been a violation of the principle of equitability embodied in the 2004 draft LCFRB Plan. The LCFRB, on further examination, agreed with our assessment, and modified the Plan in recognition that the harvest community represents the strongest constituency advocating for recovery, and that survival of harvest community must be a key component of a successful recovery strategy.

The second major challenge of the season was to respond during the public comment period for NMFS's 5-year reviews of listed stocks of West Coast salmonid Evolutionarily Significant Units (ESUs). Salmon For All submitted extensive commentary on listed stocks of lower Columbia River (LCR) ESUs of Chinook, chum,

and coho salmon. Part of the strategy was not simply to provide comment countering some of the prevailing thinking by NMFS regarding ESA-listed stocks of LCR ESUs, but just as important, to place in the Administrative Record (AR) a number of significant documents missing from the AR during our 2007 challenge of listing LCR coho under the ESA in 2005.

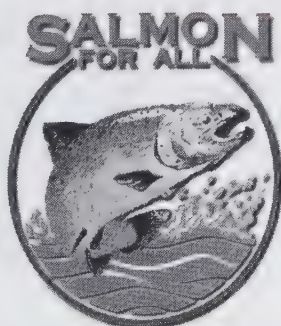
During the coho case it seemed at times as if NMFS may have engaged in "preconceptual science," wherein the desired outcome was decided ahead of time, and the documentation then assembled to support the conclusion already chosen (which is a violation of the scientific method.) Evidence refuting the foregone conclusion was not included in Administrative Record. Motions to supplement the AR were not admitted in court. Salmon For All's commentary to NMFS regarding the 5-year reviews of LCR Chinook, chum, and coho salmon ESUs corrects that deficiency.

Oregon also released its updated LCR Conservation and Recovery Plan for Oregon Populations of Salmon & Steelhead this spring, on April 19, 2010. Comments to the Oregon Fish & Wildlife Commission were due by June 2, 2010. Having a workgroup to respond to multiple challenges and massive planning documents

was absolutely necessary to complete all three sets of commentaries with the time allotted. Fortunately, we have such a workgroup, with individuals taking on separate assignments, while remaining in contact and consulting on other portions of the total ongoing effort. There were a number of troublesome issues about the Oregon Plan that needed to be addressed. When our commentary was submitted, our position quickly received support from the Ilwaco Charter Association and the Columbia-Pacific Anglers Association, which drew the immediate attention of the Fish & Wildlife Commission. ODFW's Planning & Recovery team was directed to work with Salmon For All to address our concerns, which for the most part they have done. Items remaining to be addressed are at least recognized and acknowledged by ODFW, and will be amended as the Plan undergoes adaptive management.

The latest challenge is the August release of NMFS's Mitchell Act Draft Environmental Impact Statement (DEIS), outlining five potential options for "reforming" federally funded Mitchell Act hatcheries, one of which is to de-fund the program entirely. The DEIS is about 1600 pages long. Comments are due by Nov. 4.

By Hobe Kytr



Representing
the
Columbia River Foodfish
Industry since 1958

Tenasillahe Island

A Photo History of the Largest Farm in Clatsop County



In the middle of the Columbia River, located directly below Puget Island and above Woody Island, lies a large island named Tenasillahe. Jessie Jones presents a photo narrative of the diking and development of the island by her family. These are her memories combined with her family's oral history. As a youngster, she spent many enjoyable summers on the island.

Several farm families in Northwestern Oregon got their start on the Jones farm on Tenasillahe. These included the DeJongs and the Barendses from Brownsmead, and the Fick family. Tenasillahe, as well as Brownsmead, received dike and tide box improvements through the federal government WPA-PWA in 1938-1940. Today, the island is administered as a wildlife refuge by the United States Fish and Wildlife Service.

The name Tenas Illihee derives from Chinook wawa (language). The Cathlamet tribe used the title to mean "little island." Lt. Broughton, in 1792, described this area as a "long, sandy, shallow spit." Later, Lewis and Clark depicted the islands in the area as "marshy islands."

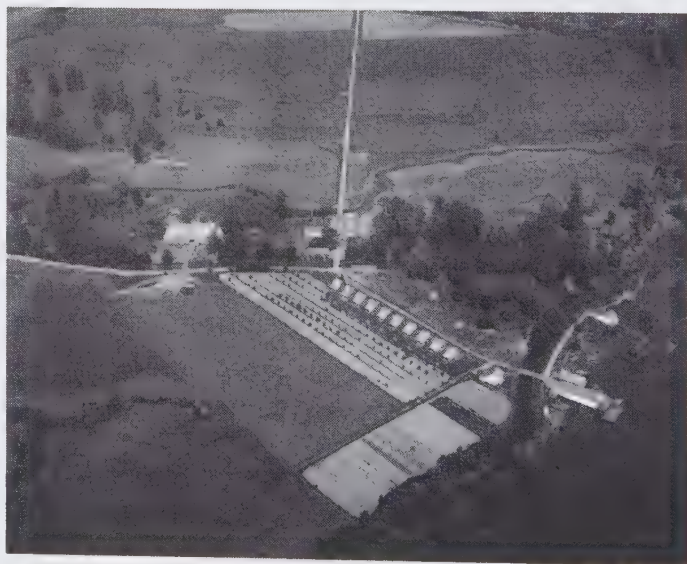
I don't know if my grandfather, Willard N. Jones, Sr., planned to create a hamlet on an island or that one thing just led to another. It was impractical but it worked like inspiration, despite all odds, for decades. And then it was gone, like it never happened. But it did happen and I hope that this story and the accompanying treasured family photos will show that.

By Jessie Jones

◀ Jessie and Willard Jones, my grandparents, on the steps of the island's arts and crafts-style family bungalow that W.G. Brown built. In 1907, Portland business partners Jones and Brown, co-owners of the Brown Diking Company, became co-owners of Tenas Illihee Island, just down river from Puget Island. Mr. Brown sold

his parcel of the island before 1910 to my grandfather and bought land on the mainland in what would become Brownsmead. Mr. Jones continued building the farm enterprise and family retreat on Tenas Illihee Island.

There was a sense of harmony and simple elegance built into the design of this large farm. One of the first buildings to go up was the signature white barn on the landing dock that faced the town of Clifton across the shared channel. Tenas Illihee had long been a prized fishing and hunting area for [native inhabitants], Clifton residents and the Bumble Bee Company. That tradition and an on-going relationship continued after the Jones family acquired the land. The Jones family benefitted greatly from the physical support that Clifton offered as well as from the generosity and companionship of the residents of Clifton. Starting in the 1910s, the new farm required a large and skilled work force to develop, care for, and maintain the hundreds of acres of cultivated pasture and several hundred head of cattle, sheep, hogs, chickens, horses, large garden machinery, buildings, etc. These foremen and workers were invaluable to the success and well-being of this island farm in the earliest days and thereafter. Many of the folks who worked on the island also lived on the island. Their children crossed the channel to go to school in Clifton each day. These families are now long-established and well-known in the lower Columbia and include the editor and executive secretary of the Gillnetter.



Tenasillahe Island (cont.)



◀ The Tenas Illihee dairy operation made a profit by the late 1910s. Velma Vlastelicia wrote in the *Alder Patch* in 1977 that “milk from Tena Illihee cattle was brought across the Clifton slough every morning in big 10 gallon cans in the service boat, the Doris; then the train picked up the cans to go to the Astoria creamery.” By 1920, Robert L. Jones, the eldest son, was back home from college in the east and Army service in WWI, and had just married Natalie Willits. Within a couple of years, he inherited Tenas Illihee from his father. But, unlike his father, Uncle Bob worked and lived on the island full-time. In 1923, Bill Fick became foreman; he and his wife, Marie, and their sons, Art and Heinz, moved onto the island. Mr. Fick and Uncle Bob began the next phase of development, expanding the

dairy operation into a full-scale cheese factory. By the end of the 1920s, they were turning out top-grade cheese for local and state markets. In 1925, in conjunction with the reclamation project of the Wahkiakum Diking District #4, Uncle Bob and Mr. Fick reinforced the diked levees around the island and installed tide gates that regulated the amount of water going into and out of the cultivated fields.



▲ Roads were built in Clifton in 1936. Until that time, the only transportation and access on the lower Columbia was by rail (SP&S) or boat. The Efin Freight, a river boat between Portland and Astoria, routinely stopped at the island and delivered most supplies. It had a regular grocery on board. For the children of the island, including my dad, Willard Jones, Jr., the boat supplied an ice-cream treat on a hot summer day.

Tenasillahe Island (cont.)



◀ The island boat, Doris, was named after the Brown's daughter. It was used to transport people back and forth across the river but also transported fresh produce grown on the island to Cathlamet. There, the produce was loaded onto the Georgianna, a fancy boat from Portland that carried vacationers to Astoria and Seaside via the Washington side. The Georgianna made night deliveries to Portland's green markets. In the photo, Aunt Nat and Aunt Helen Jones are sunning on top of the Doris.

Tenas Illihee may have flooded anyway that June in 1933. It didn't help that beavers and muskrats loved to bore holes in the dikes to make their homes. According to the *The Astorian Budget* of June 13, 1933, "Jones told the county court that last year he complained to State game commission authorities about beavers boring holes through his dikes. He says he was refused permission to trap the animals but was promised that a game commission man would come down and trap them." Apparently that did not happen. The *Budget* goes on to report that, "a crew of from 50 to 70 men has been employed fighting the Columbia flood waters and today Jones thought he had the situation well in hand through construction of a horseshoe temporary dike behind the break. The [800 head of fine] cattle have been confined to perches on the dikes and a few high spots on the island." The damage was significant and costly and took years of recovery. This photo shows Uncle Bob and a pile driver repairing the dikes in 1933. ▼



The winters at the start of the 1930s were especially cold and the river froze over in 1930. In the winter of 1933, when this photo was taken, the ice-breaker, the Rose, was called into service to open up the river passageways that served as lifelines for island dwellers and Clifton. Aunt Nat captioned this photo, "The Rose and the Efin on the return trip, going back along the path they had broken." The subsequent spring freshet caused the river to rise well above the banks of the lower Columbia. This created a 100 foot break in the island's dike and allowed river water to flood the entire surface of Tenas Illihee Island. ▶



Tenasillahe Island (cont.)

In the 1940s, Uncle Bob and Mr. Fick gambled on ► converting the dairy cattle farm into a beef cattle ranch. The bet paid off. During the 1950s, the island's 600-800 head of free-range, grass-fed, short-horn heifer cattle were rated tops in the nation. Despite this success, the dream of keeping the island in the family did not work out and Uncle Bob, Aunt Nat, Mr. and Mrs. Fick, and a couple of ranch hands kept the island operational for the rest of the 1950s. My mother took this photo of the ranch in the winter of 1949. My brother, sister, adventurous cousins and I spent childhood summers on Tenas Illihee in the 1950s. We were pretend cowboys and budding naturalists. Those experiences brought us into the same fold of previous generations of island residents who developed a deep attachment to the island. Bob Jones served as the Lower Columbia Commissioner of the Oregon Fish Commission from 1947-1957. In 1958, he was appointed by President Eisenhower to be the



- ◄ U.S. Commissioner of the Inter-American Tropical Tuna Commission. In 1961, Uncle Bob and Aunt Nat sold the island to the Fraser family and moved to Surf Pines in Gearhart. Bob Jones died in 1965. In 1972, Tenas Illihee became part of the Julia Butler Hansen Wildlife Refuge and the spelling was changed to Tenasillahe. For the most part, the island has gone natural again. There are a few ghost-like remnants, overgrown by berry briars, of those by-gone days. Clifton still keeps a protective watch on Tenas Illihee.

There are innumerable stories about the islands and settlements on the Columbia River. Please feel free to submit your recollections to the Gillnetter.

John Lind from John Day



A Young John Lind

John Lind was a premier float house builder on the lower Columbia River from 1915-1940. He had immigrated to this country from Umea, Sweden in 1909, first moving to Hoquiam, Washington and then in 1913 to Astoria.

Combining his experience as a carpenter with his work experience in a sawmill in Hoquiam, Lind learned the trade of building houses on logs. Special foundation and framing skills, such as constructing wooden boats with round corners, were necessary applied techniques.

His first house was built for his sister and brother-in-law, Carl and "Nanny" Peirson. This float house can still be seen by looking downstream from the Highway 30 bridge where it spans the John Day River. It spent many of its years nestled just below the SP&S RR bridge on Blind Slough. It was unique since the Piersons maintained a store on one end of the building.

Over the course of some 25 years, Lind built at least three other large two-story float houses like the Pierson house. These were built for gillnetters John Haglund, Henning Lundquist and Joe Goska. In addition, he built several smaller, one-story houses. One was his own; another belonged to August Wallin.

These float houses were used exclusively by commercial fishermen because they could be readily moved from protective areas to nearby seasonal fishing grounds such as the lee, or east, upper side of Tongue Point. Typical protective waterways that provided winter shelter out of the weather

and main Columbia River currents included Blind Slough, Knappa Slough, Svensen Slough and the John Day River.

John Lind also was well known to the fishing fleet as an independent fishbuyer with his own receiving scow. During the gillnetting seasons, he was usually anchored above Tongue Point. He bought fish mainly for the Point Adams Packing Company and Anderson Cannery. In his early days on the River he, too, was a gillnetter.

He died in 1950 at the age of 63.

*Jon Westerholm, Editor
with thanks to Pat Hendrickson (Pierson)
and Gladys Goska Halsan*



John Lind float house



*Niece Louise Pierson
Hendrickson, John Lind
1950*



Carl & Nanny (Lind) Pierson's home in Blind Slough

John Lind from John Day (cont.)



Pictured Above: Racking net on float next to the float house.

*Pictured Below: Joe Goska float house at Knappa.
Photo Courtesy of: Gladys Goska Halsan.*



*Pictured Left:
Float house on it's
way to Tongue Point
for the fishing season.*



*Pictured Right:
Nanny Pierson with
son, Carl outside
their float house*

Pictured Below: Store sign on the side of their float house



*Below: John Haglund Float house
Photo Courtesy of: Emmy Oren Haglund*



Aluminum Fabrication and Boat Building



Chinook Marine Repair, Inc.



Authorized Dealer

Volvo-Penta, Honda, Mercruiser, Steigercraft Boats, Mercury Outboards - Duroboat

Dale Hughes, owner
(360) 777-8361

P. O. Box 61 • Chinook, WA 98614
Toll Free 1-800-457-9459

Select Area Fisheries Report

"Saga Of The Spring Chinook"

Columbia River spring Chinook are divided into three areas of the river, determined by their spawning destination.

Upriver spring Chinook are defined as those that pass over the Bonneville Power dam from January 1 to June 15 each year. The two major components of this run are the upper Columbia and Snake Rivers. These fish are federally protected under the Endangered Species Act (ESA) and returns have averaged about 210,000 fish per year.

Willamette spring Chinook are those fish returning to the tributaries in the Willamette River system. These are the Clackamas, Santiam, McKenzie and the Middle Fork. They are also listed under the ESA with returns that have averaged about 75,000 fish per year.

Lower Columbia spring Chinook are destined for the Cowlitz, Kalama, Lewis and Sandy Rivers and the Select Areas; wild components are ESA listed. The combined returns have averaged about 20,500 in the streams and 7,500 in the Select Areas (ODFW and WDFW Joint Staff Report-Winter Fact Sheet No. 3, Feb. 18, 2010).

The Select Areas utilize net pens for smolt acclimation and over-winter rearing and are located at Youngs Bay, Tongue Point and Blind Slough in Oregon, and Deep River in Washington.

Adult spring Chinook begin migrating to fresh water from the ocean in the spring and spawn in the fall before dying. The offspring spend a little over a year in fresh water before migrating to the ocean where they spend from one to three years prior to their migration back to fresh water to continue the fish cycle.

The Oregon Department of Fish and Wildlife's (ODFW) Gnat Creek Hatchery in Oregon is responsible for rearing the spring Chinook from egg to fingerlings or smolts for transfer to the Select Area net-pen sites for either acclimation or over-winter rearing until release. In November of each year, Gnat Creek receives between 800,000 and 900,000 eyed spring Chinook eggs from McKenzie and/or Willamette hatcheries. The eggs are placed in egg "incubators" and begin hatching in December. The eggs remain in the incubators until feeding begins in January when they are placed in cement

"troughs" in the incubation room. The fish are then moved to outside ponds in February. As the fish get larger, they are split into more and more ponds to reduce crowding. In June, these fish weigh about 96 fish per pound and undergo a mass-marking program in which all fish have their adipose fins physically clipped off to help identify them as a hatchery fish during commercial and recreational harvest. At this same time, approximately 22 percent of the total number of fish being mass marked undergoes an additional process where a coded-wire tag (a small binary coded piece of wire is inserted into the snout of the fish) is put into the fish and can be detected by electronic equipment when these fish are harvested. This coded-wire tag provides a variety of information when removed from the returning adult fish. The following November the fish that will be reared over winter (approximately six months) are transported by ODFW liberation trucks to Select Area net-pen sites operated by Clatsop County Fisheries, which has three sites in the Astoria, Oregon vicinity; Youngs Bay, Tongue Point and Blind Slough. The groups that will be acclimated (approximately two weeks) are transferred in early March of the following year. These sites are all lower Columbia River estuary sites, and the fish remain here for rearing until release from the pens in late March of each year. The same process occurs in Washington, with fish transferred to the Deep River net pens from Grays River Hatchery. Various methods for controlling predation on the fish during release have been used, such as releasing the fish under the cover of darkness, timing of release with the most beneficial tides for quick exit of the fish from the estuary, and towing the pens outside the rearing area and into the river for release.

When the adult fish return to the various net-pen sites, the goal is for 100 percent harvest in the Select Areas since no escapement is needed for broodstock eggs. The objective of this scenario is to create stable and reliable fisheries by maximizing the numbers of hatchery fish that can be harvested by the commercial gillnet and recreational fisheries while minimizing the impacts on the ESA-listed and non-local stocks. Another beneficial result is fewer surplus hatchery fish on

Quality Processors
of All Seafood



BORNSTEIN SEAFOODS
INCORPORATED

Astoria, OR
Bellingham, WA

www.bornstein.com

Budweiser
KING OF BEERS®

Anheuser-Busch Budweiser Breweries

Larry Perkins
President

CLATSOP DISTRIBUTING CO.

1375 S.E. 12th Pl, Warrenton, OR 97146
P. O. Box 420 • Astoria, OR 97103
(503) 861-4275 • FAX (503) 861-2750

FOR SALE
Reasonable

Nylon Ropes and Lines
Different types - Lengths
Corks - Plastic and Styrofoam

CRFPU: (503) 325-2702

the spawning grounds returning to hatcheries. This concept was part of the Northwest Power and Conservation Council's 1993 Strategy for Salmon that recommended terminal-fishing sites be developed to allow harvest of known hatchery production while minimizing the incidental harvest of weak stocks.

By: Steve Kellow, Tont Miethe and Jon Westerholm

(CCF) Clatsop County Fisheries

MARINE AND RV PARTS
& SERVICE
STOCKING GILLNET AND CRAB GEAR
STURGEON NETS & SMELT NETS

Skipanon Marine
&
R.V. Supply Co.



SKIPANON MARINE & R.V. SUPPLY CO.

Complete R.V. Repair/Service/Parts

We do warranty work on new trailers & motor homes

Insurance Claims • Estimates

Expert Boat & trailer wiring / Electric Brake repair

Crab Rope • Floats • Seine Leads • HD Buoy Hook Poles

69 NE Heron, Warrenton, Oregon

At entrance to the Warrenton Mooring Basin

Phone (503) 861-3626 Fax (503) 861-3646

Open Monday thru Saturday, 7:30 - 5:30

Gillnetters!

**ORDER YOUR
NETTING NOW!**

The 6th Annual CRPA/Bumble Bee Cannery Workers Reunion 2010

Saturday, August 14th 3-6 PM



Pier 39-Astoria and J.O. Hanthorn Foundation Announces its
6th Annual Cannery Workers Reunion-Regatta Weekend.

- Food • Drinks • Raffles • Vendors
- Booths • Souvenirs • Live Music

Enjoy a ride on the Astoria Trolley to Pier 39 Cannery Museum
about old cannery days



M & N Stores

WORKWEAR & SHOES

SERVING THE NORTH WEST
FOR OVER 77 YEARS

- Carhartt • Dickies • Filson •
- Wrangler • Georgia •
- LaCrosse • Ben Davis •
- Wolverine •

Web Site: www.mnworkwear.com

**Under the Bridge at
248 W Marine Dr.
Astoria, OR 97103
(503) 325-7610**

Toll Free: 877-272-5100

Quality Work Wear

9:30 to 5:30 Monday-Friday
9:30 to 5:00 Saturday

FISHERMEN!

**When you retire we can make sure you miss the job more than
you miss the paycheck.**

*Social Security has certainly seen better times. And who knows what the future will bring. I
can show you how to plan for a secure financial future with or without Social Security.
Call today for details.*



George House

632-A West Marine Drive
P. O. Box 990

Astoria, Oregon

325-7991 or 1-800-234-7991

Edward Jones

Serving Individual Investors Since 1871



NORTH COAST TRUCK

*Quality Truck, Marine &
Hydraulic equipment*

NOW STOCKING LIGHT TRUCK PARTS
AND ACCESSORIES 4X4 TRUCKS AND S.U.V

**34755 Hwy 101 Bus.
Astoria, Oregon**

Open daily 8 to 5:30, Sat 8 to 12

325-3111

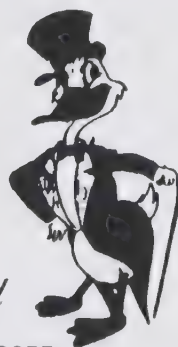
Skamokawa Pete's

"Duck Inn"

Restaurant & Lounge

Sizzling Steaks - Fresh Seafood

In downtown Skamokawa, Wash. 360/795-3655



Trust your feet to Gimre Shoes

**SIZES 5 - 16
Width AA-6E**

Peter and Jon Gimre

ASTORIA
239 14th Street
325-3972



HILLSBORO
256 E. Main
640-5866

Guest Editorials

The Impact of Dredging

Dredging between Astoria and Portland has created one of the largest open pit mines in the world. The practice is out of site and out of mind and it is also totally unregulated.

Consider the extraction of iron ore in the Mesabi Range in Minnesota or the impact of any other terrestrial open pit mine. The federal government regulates open pit mines through a rigorous permitting process and even requires that open pit mines be filled in and restored to their natural states once used. Our government and society recognize the disruption to our natural environment that occurs when mining is left unregulated.

Now, mentally replace the steam shovel with a dredge apparatus and imagine an open pit mine that is entirely submerged in your river. Then envision that oversight of regional dredging is carried out by the same entity charged with scraping clean the Columbia River floor - the Army Corps of Engineers.

Dredging of the main channel of the Columbia River has flattened and compacted the ground beneath the water. The bottom is so hard that the bottom-sampling scoop, a mechanical device used to extract sand to analyze contents, bounces off the hard sand as if it were solid rock. Essential sea life, including plankton, struggles to establish roots or even exist on such a hard surface. To complicate matters, dredging hastens the flow of water through the deepened channel. The active river has been channeled to one spot where turbulence is intensified. What remains after dredging is a chute that is scoured clean of plant life and interferes with and endangers the fishery.

There are no longitudinal studies that address the changes that the estuary has undergone due to commercial shipping and deeper dredging that support the commerce of the River. However, indications of change are readily apparent in the health of the salmon, sturgeon, shad, smelt, and other fisheries. An adequate supply of plankton must be continually available to small salmon on their passage downstream and to other fish continually throughout their development. With continual removal of the plankton-rich river bottom, fish have lost their source of food. The survival of fingerlings on their journey to the Pacific Ocean, as well as the future of fishing in the Columbia River is threatened.

Overlooked by the Corps of Engineer's Environmental Impact Statement is the direct impact of dredging on the river's ability to produce food for fish. My research shows alarmingly low plankton counts in the lower Columbia. The sloughing off of plankton is worrisome because these plankton are the essential nutrients to feed small fish, clams and other aquatic life that are so integral to the food chain in the river. For example, clams, a key food source for sturgeon, are affected by loss of plankton. My concern is that even a small shift in the amount of plankton as food supply effects the total population of every marine species in the Columbia.

Dredging creates significant challenges for local fisheries (commercial and sport), consumers, scientists and environmentalists. Associations and companies that benefit from the business of expanding commercial shipping lanes have not been questioned about increased dredging practices that have continued to dig deeper and wider channels.

We have to know more about the impact of continued, and more invasive dredging. Times have changed. It is true that dredging was once regarded as "necessary", but then, fish in the Columbia were also once regarded as an unlimited resource. The example of the Mississippi estuary, its fishery depleted by dredging, should provide impetus for our river keepers and users to act. An environmental impact study that is carried out independent of the Corps of Engineers, or any entity not connected to the Corps, is our opportunity to ensure that all conditions for life in the Columbia River are maximized.

By: Ray Millner

M.S./Science Education, has been a Science, Biology and Aquaculture Instructor; inspiring many local students to pursue careers in fisheries biology. In addition, Ray has dedicated thirty years to salmon research and production, including his involvement in the inception and management of Sea Resources and the Chinook Hatchery. He has lived in Long Beach, Washington since 1969.

My Extended Backyard

I grew up in Astoria, Oregon and I spent many hours hiking, biking, fishing and kayaking along the lower stretches of the Columbia River. As an adult, I taught for many years a Freshman Inquiry class called the "Columbia River Basin" at Portland State University. I

consider the Lower Columbia River my extended back yard. It holds special significance aesthetically, spiritually, ecologically and economically.

I've canoed where Lewis and Clark made their winter camp in 1805, bicycled around Cape Disappointment and kayaked among the dense spruce forests near Aldrich Point. I've observed the incredible wildlife that exists among the Columbia River estuary islands: gulls, herons, sandpipers, plovers, kingfishers, eagles, mice, weasels, rabbit, squirrel, coyote, White-tailed deer, muskrat and otter. I'm keenly aware of the importance of the Bradwood site, in particular, for young salmon as they prepare for their ocean going voyage.

Liquefied Natural Gas (LNG), whether at the Skipanon site near Warrenton, or the now bankrupt Bradwood site 20 miles upriver, would threaten this rich and fragile ecosystem. It would threaten people too. The likely harm done to those who make a living fishing on the lower Columbia and the potential for catastrophic explosion from human error or terrorist activity. Oregon landowners between the Skipanon and Bradwood sites would have their land cut up by a 36 inch pipeline, requiring an initial construction easement of 120 feet and permanent 50 foot right of way. The same havoc applies to the Mt. Hood National Forest if the LNG pipeline is extended to connect with the TransCanada pipeline near Madras.

LNG is not needed in Oregon because of our more locally available natural gas reserves. Nor should it become part of Oregon's energy future because of the proponents' failure to build LNG terminals in California. The California State Lands Commission recently revoked Northern Star's application to convert an old oil platform off Ventura Harbor into an LNG import terminal. That is the fifth and final LNG terminal proposed for California over the last decade that has met its demise.

Who is pushing and backing LNG in Oregon?

At Bradwood, it was Northern Star Natural Gas from Texas. At the Skipanon site, it is Leucadia National Bank of New York. What is their commitment to the health and vitality of the lower Columbia River? What local knowledge do they have of the area? The goal in their eyes is profit at the expense of people, farmland, fish and wildlife. The amount of money they spent on their propaganda campaign to sway commissioners and the general public in Clatsop County is flagrant and offensive, but their push for LNG will not stop those of us who love our region and who know that energy alternatives and energy conservation are the right course of action.

By: Greg Jacob, Hillsboro

*Author of "Ftns, Finns and Astorians"
Professor of English, Portland State University*



**KNUTSEN
INSURANCE**

Auto - Home - Business - Life - Health
Since 1919

info@knutsenins.com

968 Commercial
Astoria, OR
(503) 325-1541

3410 HWY 101N
Gearhart, OR
(503) 738-8455

THE LOGGER RESTAURANT

Hwy. 30 & Knappa Road
High Climber Cocktail Lounge

Orders to Go 503-458-6886
Catering Available 503-458-6100

Non-Smoking Restaurant
Breakfast, Lunch and Dinner
Lottery Service Center

Owners: Mary Ann & Kari Hall - Mark Alfonse



PRIME
RIB
THURSDAY



- Custom Homes
- Remodeling
- Concrete

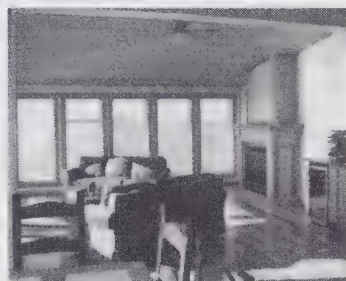
L.J. Allen Construction Inc.

92954 Knappa Dock Rd.
Astoria, OR 97103

Office: 503.458.6816 • Fax: 503.458.5622
Rob: 503.458.5343 • Brian: 503.458.5600
CCB #29437

Pier 39 - ASTORIA

the best views of the Columbia River



3 Private River Suites Include:

- Panoramic River Views
- Gas Fireplaces
- Jacuzzi tub & 2-Head Showers
- Sleeps up to 12 people
- Conference Room/Classroom
- coffee Shop & Restaurant

At the foot of 39th Street & the Columbia River
www.pier39-astoria.com
(503) 325-2502

WARREN L. JONES LTD.

HYDRAULIC AND MACHINE WKS.

SPLICE KING POWER BLOCK

ALUMINUM OR STAINLESS ROLLERS
GREASEABLE SEAL BUILT INTO HUB
TO PROTECT MOTOR SHAFT

DIRECT DRIVE TAPERED
SHAFT CHAR-LYNN MOTORS

STAINLESS BACKUP PLATE

FULLY ADJUSTABLE
STAINLESS PEELERS

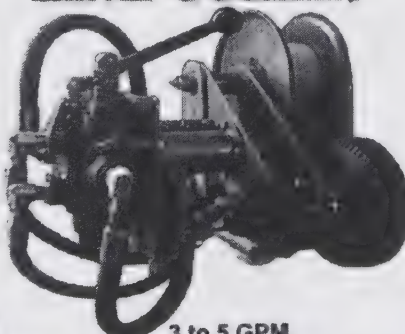
STAINLESS SHEAVES

STAINLESS HUB

4 SIZES AVAILABLE

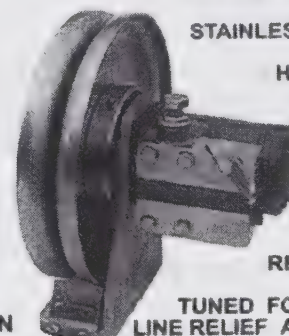


ROPE MASTER LINE COILER



3 to 5 GPM
HIGH SPEED LOW VOLUME MOTOR
ALL STAINLESS STEEL CONSTRUCTION

HIGHLINER TUNA PULLER



HIGHLINERS CHOICE
STAINLESS SHEAVES

HAND FITTED
STAINLESS
PEELERS

4 GPM
REQUIREMENT

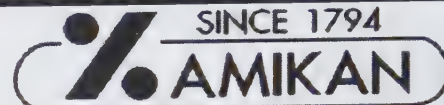
TUNED FOR 90 MONO
LINE RELIEF ADJUSTMENT

RIGHT OR LEFT HAND MOUNTING

P.O. BOX 385, 34700 HWY 101 BUS.
ASTORIA, OR 97103
(503) 325 0630 FAX 325 0534
1 800 425 0630



WHY FISH WITH AN OBSOLETE NET?
Catch More Fish With.....



"WATERCOLOR GILLNETTING"

Fishing Condition Adaptable Colored Gillnetting. "Maximum Fishing Efficiency"

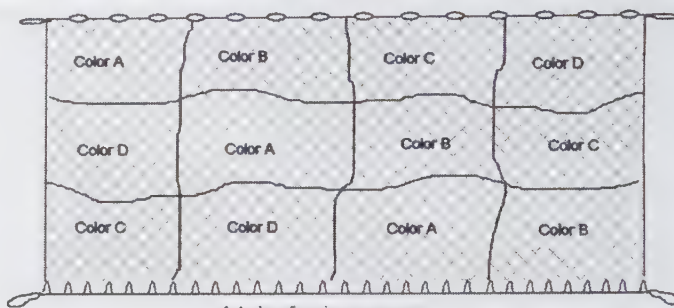
U.S. Patent #5819464, Canada Patent #2251215 Made in JAPAN From 100% TORAY® Nylon

With **WATERCOLOR GILLNETTING**, up to four colors, known to blend well and produce well, can be selected for each net. The colors are placed throughout the net, as shown to achieve maximum fishing efficiency in any varying fishing conditions such as light, depth, weather etc.

We have nets in stock for the Columbia River, Youngs Bay and Alaska.

Nets can also be custom ordered to your specs.

Nets less than 45 MD will have 8 color spots per 50 Fm/Hung
 Nets 45 MD and deeper will have 12 color spots per 50 Fm/Hung.



Order NOW to insure a timely delivery or call for a color card and more information.

Jovanovich Supply Co.

15636 DesMoines Memorial Dr. SeaTac, WA 98148

Phone: 206-243-5991 or Toll Free: 800-933-5596



The BowPicker

Albacore Fish & Chips
17th & Duane
Astoria

FISHHAWK FISHERIES, Inc.

Salmon for All Member
PROCESSOR OF FRESH & FROZEN SALMON

ASTORIA
 #1 Fourth Street
 503 325-5252
 FAX 325-8786



Klyde Thompson

35359 Business 101
 Astoria, OR 97103

Phone: (503) 325-2861
 Fax: (503) 325-8459
 After Hours: (503) 325-0233
 Cell: (503) 738-2836

VISIT US AT OUR CONVENIENT LOACTION



Dry Cleaning
 7 am - 8 pm, Mon - Sat

Self Service Laundry
 7 am - 9 pm, 7 days a week

Sewing & Alterations

823 West Marine Drive,
Astoria, OR 97103

(503) 325-5235

My Early Experiences As A Gillnet Fisherman



Eldon Korpela

People familiar with my background often inquire about how long have I been gillnetting for salmon. My first recollection was the summer of 1934, when at the age of seven, I spent time on the lower Columbia River as a deck hand for my father, Emil Korpela, who was a career commercial fisherman.

This was not a joy ride since my father used me to operate his vessel while he was in the boat's bow area picking his net from the water over a mechanically operated roller and piling it into the bow area. My job was to operate the clutch and steering wheel from the rear of the cabin which was located in the vessel's stern.

I can still recall my father's directions, "friction in, friction out, steer left, steer right." His commands and my reactions to them resulted in the boats following the path of the net in the water. "Friction" was my father's term for the engine's clutch.

Whenever my father sensed that there was an object in the net, hopefully a salmon, his command, "Friction off" meant that I needed to take the engine out of gear. The presence of a salmon resulted in my fathers reaching over the side of the boat to gaff the fish, pull it into the bow area, and then, untangled, place it into the fish locker. On numerous occasions the objects were debris floating in the water or dredged from the bottom of the river.

His "friction on" command, and my reaction to it, resulted in our vessels moving forward to again follow the path of the net. A fisherman without a deck hand must operate the clutch, steering and throttle from his vessel's bow station.

My father agreed to pay me one cent for each salmon that we sold to the cannery. I vividly recall that I had earned a total of about two dollars as a deck hand. However, during 1934, the US was mired in a great depression and school lunch programs did not exist. All my season's earnings went for the purchase of a school lunch box which contained a thermos bottle.

If one is to believe that an individual is destined to follow in the footsteps of his ancestors, then I have added impetus to this theory. My grandfather, Matt Korpela, started as a Columbia River salmon gillnetter about 1895 and followed this profession until his retirement fifty years later. Three of his sons, my uncles, also spent their working lives harvesting Columbia River salmon with nets.

My father, Emil Korpela, spent the first twenty-five years of his early work-

ing life much as his brothers had until 1940 when he sold his gillnet outfit and purchased a deep sea troller, the "Dream." This change allowed him to pursue salmon and tuna in the Pacific Ocean. Construction of Grand Coulee Dam on the upper Columbia influenced his decision. This dam cut off the spawning grounds for a very important race of Chinook Salmon. The very large June Hogs, as they were called, averaged 50 and 60 pounds each.

My father's change in fishing methods severely hampered my opportunities of employment in fishing the River. Skippers are normally reluctant to hire thirteen year old's. I did fish with my father for several days when I was seven years old but that was the extent of my early drifting experience on the Columbia.

When I was about four or five years old, our family moved to another house that was located in the Smith Point area along the lower shore of Youngs Bay. Immediately across the highway was a large two-story warehouse and a wharf that extended out into the Bay for several hundred yards. A bunk house with about thirty rooms for company fishermen was also located in the

Cont. on pg. 26

Sundial

Travel and Cruise Center

Family Owned & Operated Since 1972

Bus Tours • Amtrack Tickets
Airline Tickets • Cruise • Tours

Fishermen Discounted Airline Tickets, Discounted Hotels

ASTORIA

750 Marine Drive, Suite 100
(503) 325-4484
Monday - Friday 9 am - 5 pm

SEASIDE

2609 HWY 101 N
(503) 738-3324
Monday - Friday 9 am - 5 pm

TOLL FREE

800-433-1164
www.sundial-travel.com

My Early Experiences (cont.)

area. All these structures were on piling driven into the Bay bottom. Every high tide flowed under all these structures and reached the edge of the adjoining highway. This area was my playground as a youngster and later it became very important in my working life.

My early salmon fishing was limited to set netting for salmon along a railroad trestle that spanned Youngs Bay from the Astoria shore to Warrenton. This trestle was located about four hundred yards downstream from the net racks and separated the Bay from the Columbia River.

It was on this trestle that a neighbor and I caught our first salmon. Dale Matson, a few years my younger, and I nailed a piece of old salmon netting between two pilings. The following day, while walking the sand flats at low tide, we found a blueback salmon hanging in our net. Little did I know that it was the first of several hundred thousand that I would later harvest. Dale also spent his lifetime as a gillnetter.

During the 1940 August gillnet season I was thirteen years old. I convinced a local fisherman, William "Winkie" Rinell into hiring me as his deck hand. My salary was ten percent of the gross catch. His boat, which he rented from the cannery, was a double ended bow picking gillnetter with a one cylinder five horse power gasoline engine. This boat was typical of the times. Winkie was in his late teens or early twenties and fished a diver-type of gillnet. We got along well. He picked up and laid out the net on each drift while I ran the boat. The incident that sticks out

most in my mind was that our vessel running at full speed could barely buck the outgoing tide in the ship channel.

During the 1941 August season, I signed on with Victor Lilling, another diver fisherman, for the standard ten percent. My favorite recollection of that season resulted from Vic's lack of loyalty to the cannery that he fished for. We sold most of our fish to a cash scow whose operator paid us after each delivery. I received my share in cash after arriving at our moorage. I can still recall the pleasure of stuffing my money under the mattress in my room each morning. Gathering and counting all that money at the season's end went a long way to influence me into following a career as a commercial fisherman.

The following August season of 1942, at the age of fifteen, I caught on with Wilber Bosarth, another diver fisherman, and again at the ten percent rate. Wilber delivered all of our catch each time to Union Fishermen's Coop Packing Company. I received my share in a check at the end of the fishing season.

During the summer prior to my senior year of high school, I worked in the Lewis and Clark hay field of the Seppa Dairy Farm. A couple of weeks of spike pitching hay into a thresher convinced me that I did not wish to be a farmer and needed to get back on the river.

After a week of patrolling the Union Fishermen's net racks in search of a deck hand's job, I was hired at the full crew share of thirty percent. 1944 proved to be a very good fishing season and the

harvested salmon were important to the war effort. My skipper, Matt Alskog, was kind enough to spell me during the net hauling process. The stamina required to pull the wet linen gillnet with cedar floats through the pickup roller, removing the salmon, placing it into the locker while making a neat net pile was exhausting. My crew share for the one month season was twelve hundred dollars, a large amount of money during those times. I was hooked on Columbia River gillnetting!

During the fall of 1946, I began my college education at Vanport College. When Congress initiated the G.I. Bill, veterans in very large numbers registered at the major learning institutions so those discharged later found many school such as Oregon State College closed to late registration. However, the instruction at the "U by the Slough" was excellent and I managed the difficult transition from high school to college reasonably well.

During the fall of 1947, I entered the Fisheries Program at Oregon State College. I needed a fishing vessel of my own but lacked funding. My father, who really didn't want me to pursue commercial fishing as a career, realized that I could have been killed the previous season. He reluctantly said, "I guess if you are going to fish, we're going to have to build you a new boat." The Union Fishermen's Cooperative Packing Company, the same cannery that my grandfather helped found in 1896 and that all of his sons fished for, laid the keel for my own first vessel during the fall of 1947. This boat served me well for the next twenty three years of fishing seasons on the Columbia River.

During weekend and vacations from my studies at Oregon State, I would return to Astoria to aid in the construction of my boat. I was able to perform numerous tasks that did not require the skills of a shipwright and saved me considerable expense on the final cost. For power, we utilized a Chrysler gasoline engine that my father had removed from his trolling boat. In the early summer of 1948, at twenty-two year of age, I proudly launched my first gillnet boat. The total cost was \$2,200.00.

For the 1948 fishing season, I went fifty-fifty on fishing shares with Dick Thompson who furnished the net. We did very well, finishing among the highliners. Part of our success was due to my fathers accompanying us one fishing night to show us three drifts that he had utilized while a gillnetter. I used these three drifts, with some innovations, during much of my career on

Hunt's Market

- Fresh Meat & Produce •
- Videos • Beer • Ice •
- Carhart Clothing •

40490 Old Hwy 30
Svensen-Astoria, OR
503-458-6288

Monday-Saturday, Closed Sunday

My Early Experiences (cont.)

the lower Columbia.

During our first week with the new boat, we did not have a bow roller to help us pull in the net. The roller is run by a pulley and V belt system on the forward part of the engine. The power is transferred through shafts and sprockets to the rubber covered twelve inch diameter roller. The net is placed over this roller and, as the roller turns inward, the fisherman gets some help from the roller's friction on the gathered net. Not having this power roller, we tried to utilize the older method of having one fisherman pull on the corkline to gain slack on the net while the partner gathered both lines and webbing and piled the net into the boat. A week of this was enough, so we had a roller system installed. So much for the old ways!

We had many successful drifts during day floods when only three or four boats were out on the lower River. Prior to the early fifties, the netting was twelve-ply linen. This was much more visible to salmon than the light ply nylon used in today's nets. To catch fish during day tides, the fleet waited for a period of minus or run-out low waters. Then the incoming flood tide would muddy the water creating night-like visibility for fish. My father told us to also fish the tides that were not run-outs because he said there is muddy water below the surface that isn't observable. This little gem of information provided us with anywhere up to twenty fish during the days when the rest of the fleet was home asleep. We were young and eager and ready for the evening's fishing even after being awake most of the day.

Dick proved to be an excellent partner and was particularly adept at solving the numerous problems one is confronted with when breaking in a new vessel. Unfortunately, he had another business to run, so he sold me the net at the end of the 1948 season.

Between the closure of the August Columbia River gillnet season and the beginning of the fall season, a period of about two weeks, gillnetters had the opportunity to earn extra money. There was a large demand by sportsmen for boats and operators who were familiar with the River to take them to where the salmon were. The standard price for a party of four per eight hours of fishing, or until limiting-out, was forty dollars. I participated in this endeavor for a number of years until the states required guide licenses and changing times demanded large liability

insurance policies and improved sanitary facilities. The two week period didn't produce enough revenue to pay the increased investment. The larger charter boats absorbed our passengers. I did have some unusual experiences during my chartering years and met many interesting people.

The fall season the the Columbia traditionally opened on the tenth of September and, at times, provided some good catches for a few days. The fish, however, were of inferior quality and brought a lower price than those of August. I put the boat and nets into storage and entered my Junior year at Oregon State.

At the end of the 1949 school year, I was hired as an aquatic biologist to tag salmon in the ocean off of the Oregon-Washington coast. I would ride aboard small commercial salmon troller, purchase their live catch and place a numbered plastic tag below the dorsal fin. After recording the length and removing a few scales, I released the fish. The fisherman was paid for each fish based on its length. Although I did go to sea in vessels not nearly as seaworthy as my own gillnetter, the experience did arouse my interest in fisheries field work and introduced me to many biologists whom I would later be associated with.

The 1949 season opening was delayed by a nasty strike with the canneries over the fish buying price. My boat puller was my cousin, Bob Sunnell, who lacked experience but did a commendable job. I especially remember the neat way he piled the picked net into the forward bin. My net piles always looked like a haystack.

The strike caused us to lose a large part of the 1949 August season, so the pay off was not what we expected and needed. I remember telling Bob that this may not be the profession for him. He was working on his degree at the University of Oregon. If he really did take my advice, it was an excellent move. Bob graduated, joined the Army and had a brilliant career lasting more than thirty years. He retired as a Major General and was largely responsible for the development of the Abrams Tank. This machine had an outstanding record of success in the war with Iraq.

During August of 1979, my wife and I paid him a visit in West Germany where he commanded the Black Horse Division whose responsibility was guarding a two hundred mile section of border between the two Germany's during the Cold War. A second visit

took us to Detroit where he was overseeing the manufacture of the Abrams Tank at the General Dynamics Plant.

The fall of 1949 took me to Corvallis again to pursue my studies in Fisheries. The Department of Fish and Game was in the School of Agriculture at Oregon State College.

The year 1950 was one of the best of my life. I received my diploma after spring term, married Betty Erickson on June 24 and had an unforgettable August season. The season was not just good; it was fantastically good! My boat puller was Abby Ihander, another boyhood chum and close friend who was a friendly competitor and running partner on the Columbia and Alaska. We ended the August season with over eight tons of salmon. This was second high among the several hundred boats fishing for Union Fishermen's Coop Cannery. During the last night of the season, we landed 3,464 pounds of salmon. Pacific Fishermen's Newspaper reported it as the largest load delivered during the 1950 Columbia River August season.

By: Eldon Korpela

Astoria's Port Serves all Boaters Marinas, Haul-Out & Airport



- Two marinas with guest slips or craft up to 100'

- A variety of berthing and services options for commercial and recreational boats

- Fuel dock, shore power and brand new facilities

- 88 ton Travellift and boat haulout services

- Regional airport with two asphalt runways of 5796' and 4490', plus ILS, VOR, and GPS

- A spectacular spot at the mouth of the mighty Columbia River



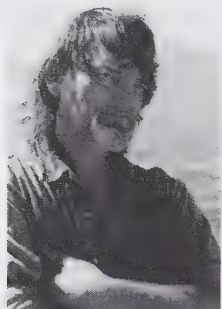
10 Pier 1, Suite 102
Astoria, Oregon 97103
503-325-8279



Port of Astoria

marina@portofastoria.com • www.portofastoria.com

Poets Corner



One of Dave Densmore's finest Fisher Poems - Written in 2004

*Well there's a special breed of men
I'd like to introduce you to.
They seem to have a certain knack
For doing what they need to do.*

*They gillnet on the Columbia
And like as not Bristol Bay.
But where ever salmon swim
They're bound to make their way.*

*Now when the run is over
For work they're never stuck.
They may lace on a pair of corks
Or climb into a big old truck.*

*They may pick up a hammer
To keep the bills all paid.
Or work the docks or canneries.
It just seems the river's way.*

*Some step back in to a classroom
To educate our young.
They may be among the best
With all the things they've seen and done.*

*Back to the mills or offshore boats
What ever seems to suit.
Until it's time once again
To give the salmon hot pursuit.*

*Short shift from Fishery managers
Has spawned this special breed.
Though most would rather fish
They do what ever they need.*

*Now I've never heard anyone
Give 'work ethic' it's name.
But everyone I know
Has it just the same.*

*Well I guess they don't need an introduction
They may be your neighbor or your friend.
Or even better yet...
You may be one of them.*

Book Of Interest

"Drifting Where The Dark Begins"

*The following excerpt is from
former Svensen gillnetter Toivo
Pustinen's book "Drifting Where
the Dark Begins" - written in 1974.
He offers a different view of the
history of Columbia River commer-
cial fishing and its mystique.*

At the crossroads, waiting for the school bus, Jep's mind turned to classes and classmates and to Jessica. The previous day's lonesome, sickening feeling came flooding in with a jolt. His conscious mind reminded him that this was not entirely new. Once before, something similar had held him in its grip. He was then almost a prisoner on a boat. He had suffered it through during a brief period of the August run. That was over a year ago, when he had worked as a deckhand for Charlie Holm, one of the bar fishermen.

He seemed to recall every bit of that experience. They had steamed over a lumpy bar into the Pacific. At night with the net laid out, they had come back in, flooding on a nine-foot tide.

With a queasy feeling in his stomach, Jep had experienced the surge and roll of phosphorescent water and the smell of the sea and kelp. Wisps of sea fog, strange and new to him, had drifted by. All around them had sounded the weird call of seabirds unseen. Here had been his first sight of phosphorescent seawater riptiding with the river.

The feeling had been strange and unusual on the flood, but not yet engendering much of that forgotten-by-God lonesome feeling. There had been little or nothing of the imminence of disaster. Rather, there had been something of well-being in the sound of many motors. The feeling of security had been strengthened by the drifting in of human voices from distant boats.

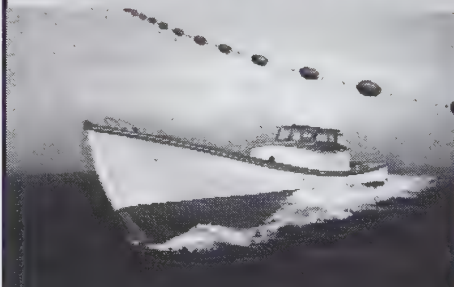
After the relative quiet of high water, the feeling had begun to change when the bulging tide began its move back to the sea. It had begun to take hold and grip with the

hurry and scramble to haul in the nets and when the boats began to leave with throttles wide for safe shoreline anchorages. The feeling had begun to mount and grow ever stronger as the nine-foot tide began to rip at Desdamona Lighthouse. With a sibilant roar through the piling, the returning sea had churned to life, a seething, foaming ribbon of white, ten fathoms wide. "Out to sea, everything out to sea," this tossing wrath upon the water seemed to hiss. The buoys had clanged and whistled and moaned. They had swayed and strained and hissed with trailing streaks of foam. They had writhed and twisted like live things to be free of the torment of the passing sea.

Above the clang of buoys and a distant moan, that lonely, Godforsaken feeling had come strongest of all, in the fog-muted plaint of a distant seabird. It had seemed to cry that it alone had been forgotten and forsaken to be swept out, to a heathen's end, in the wind and waves of an endless sea.

Marine Artist

Diana Johnson



(503) 338-0146

Commissioned
Boat Paintings

Pacific NW Region • Astoria

Latest Union Town-Uptown-Supreme Court Gathering at the Cannery Restaurant

This happens to be the *76th Birthday Celebration* for your's *TRULY*. We don't meet very often nowadays but when we do there is a very enthusiastic group in attendance. A big hearty thanks to those that were there! *Jon Westerholm, Editor*



From right to left: Melissa Powell, Don Abrahams, Harold Hendrickson, Al Robitsch and Jay Westerholm

Not Pictured: Jack Marincovich & Glenn Larsen

Taking Pictures: Dick Powell



Cannery owner, Dana Gunderson prepares to serve the birthday cake and strawberries. Her dad, Bill Gunderson is to her right. Others to her left in order are: Walt Fransen, Eldon Korpela, Floyd McClane and Jerry Westerholm.



North Coast Chiropractic Center

Appointments: (503) 861-1661
Fax (503) 861-1662

679 E Harbor St, Suite 140
P. O. Box 279
Warrenton, OR 97146

BRUSH TAMERS



*Old-fashioned Experience
Cutting Edge Tools*
Chipping - Brush Mowing
Brush Removal - Field Mowing
Daniel Leinweber
(503) 861-9292

Bussert, Law & Associates LLP

ASTORIA:
610 Eighteenth Street
Astoria, OR 97103
(503) 325-5102 • Fax (503) 325-0438
Email: bula_@pacifier.com

SEASIDE:
862 Broadway
Seaside, OR 97138
(503) 738-6441 • Fax (503) 738-0457
Email: bula_@pacifier.com



Specialty Seafood & Smokehouse

- Serving the World for over 90 years with Fine Smoked & Canned Seafood
- Specialty Seafood Gift Packs
- Hot Smoked Seafood
- Cold Smoked Chinook Salmon
- Salmon Jerky
- Visit our Historic Smokehouse and Sample Our Healthful Products



503-325-2190

OPEN DAILY - we're on the trolley route
106 Marine Drive, Astoria, Oregon 97103
SHIP WORLDWIDE 800-772-374

As seen on Network TV, Food Finds
WWW.JOSEPHSONS.COM



Mark Hedeon, Investment Advisor
Julie Green, Executive Associate

RAYMOND JAMES

FINANCIAL SERVICES, INC
Member FINRA/SIPC

STOCKS, BONDS AND MUTUAL FUNDS

Mark Hedeon
Financial Advisor

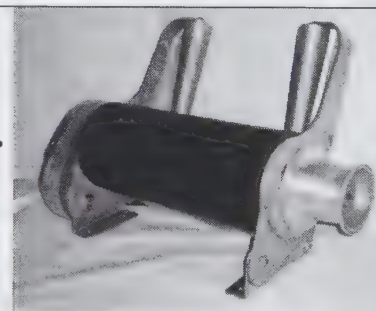
#1 12th Street, Suite #7, Astoria OR 97103
Phone: 503.325.0677

Hydraulic Marine Equipment Co., Inc.

We build all sizes of famous
Columbia River Gillnet rollers
Custom-built hydraulic equipment

CALL (503) 728-2221

Stuart Haas P. O. Box 156



New capstan roller

Clatskanie, OR 97016



HAYWARD'S Ocean Crest

Chevrolet Cadillac Buick Oldsmobile

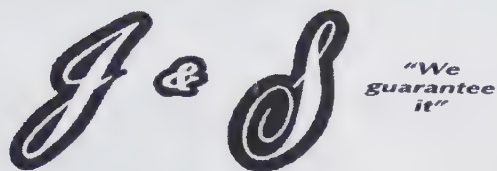
855 ALT HWY 101 - P.O. BOX 700 - WARRENTON, OR 97146
503-325-2711 / 503-861-3366 • OCEANCRESTMOTORS.COM



MARK OF EXCELLENCE

oceancrestmotors.com

Open
Mon.-Fri. 8:00am-6pm
Sat. Sales 8:30am-5pm



Appliances & Home Furnishings
As Always ~ Supporting our Local Fisherman!

Mon-Fri 8 am to 6 pm
 Saturday 9 am to 5 pm
 Sunday 12 to 4 pm

529 SE Marlin, Warrenton Oregon

861-0929

Free Parking • Free Delivery • Free Removal • Free Set-up

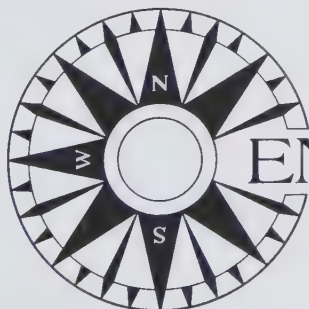
Gear up for Spring and Summer Fishing

- Nets
- Corkline
- Leadline
- Twine
- Boots, gloves and raingear
- Pumps
- Electronics
- Paint
- Floats



Cannery Tender "Chief" and fish receiving Scow 1930.

Thank you for over 65 years of your business!



**ENGLUND MARINE &
 INDUSTRIAL SUPPLY CO. INC.**

95 Hamburg • Astoria, Oregon 97103 • 503 325 4341 • Toll-Free 800 228 7051 • Fax 503 325 6421

Mystery Photos I.D. from the past



Winter 2010 issue

Matt Kinnunen of Astoria identified the boat in this photo. If it is not the actual boat, it is one just like his father, John, and Uncle Alfred fished in the Wallace-Clatskanie area. The background looks similar to that area. He submitted four photos from his family album that substantiate his claim. Matt's grandfather and namesake, Matt Kinnunen, and family lived on Kinnunen Island near Wallace and Point Adams Stations. The photos were taken around 1921.

Matt says the round top cabin gillnet boat had been converted from sail power to a single cylinder, four horse-union, gas engine. Finally, it had a four cylinder, 25 horsepower, universal engine installed. It was equipped with both front and rear steering. Uniquely, the top cabin slid open. Its name was the "Kenka," which is Finnish for "shoe."



Photo from Matt's Kinnunen's family album



Photo from Matt's Kinnunen's family album



Photo from Matt's Kinnunen's family album. "My Father John Kinnunen in his boat with his brother Alfred, most likely Klatskanie River around 1920"



*Photo from Matt's Kinnunen's family album.
"This boat originally was a sail boat, later an engine was added-4 horse standard, then again changed engine to 4 cyl. 25 horse universal
Along the Klatskanie River with my father John in white shirt"*

Mystery Photos



Can you identify the locations and time of the pictures above?



Contact the Editor at:
PO Box 627, Astoria
503-325-2702

Winter 2010 issue

Jerry Westerholm is caught in the act of pitching a salmon into the fishlocker of the gillnetter "Rae Ann." The photo was taken in the once productive Brownsport Drift.

HUMP'S



RESTAURANT

Open at 7 am everyday

• in Clatskanie •
503-728-2626

www.oregonwildberries.com

The Berry Patch Restaurant

Open At Westport, OR HY 30 Dinners
8 am every day Fri-Sat-Sun Only

503-455-2250

Known for our marionberry & huckle-
berry pies - jams, jellies and syrups

Oregon Financial Services Group

Excellence for over 100 years

Helping commercial fishermen with important financial decisions:

Wealth Preservation	Tax Reduction Strategies
Business Planning	Long Term Care Insurance
Insurance Strategies	Retirement Plans
Investments*	College Funding

Oregon Financial Services Group has offices in Astoria, Gearhart, Portland, Medford, Corvallis, Salem, and Bend

Our local representatives are:

* Larry Elliott
Gearhart, OR
(503) 717-0505

* Dan Arnoth
Astoria, OR
(503) 338-0799



* Registered Representative of and securities offered through MML, Investors Services, Inc. Member SIPC

222 S. W. Columbia, Suite 825
Portland, OR 97201
(503) 221-1211

We supply all your marine & automotive needs!

ASTORIA AUTOMOTIVE SUPPLY

23rd and Commercial
325-2411

Open Daily 81m to 6pm,
Sat 8am - 5pm
Sun 10am - 3pm



Don Herlin Painting

Licensed • Bonded • Insured

Residential - Commercial
Interior - Exterior
34 Years experience

503-325-3615

Astoria, OR 97103

CCB #74419



One Sixth Street, Astoria, OR
(503) 325-8642

Serving Breakfast, Lunch & Dinner



Ticor Title

Title Insurance
and Escrow Service
Established in 1890

*We've got you covered
at convenient locations*

630 Bond Street, Astoria
325-2144 or 877-589-9744

422 Roosevelt, Seaside
738-8433 or 877-589-9747
www.ticorweb.com

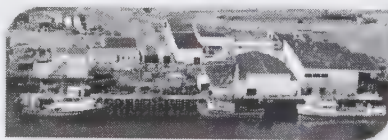
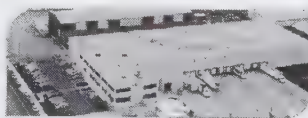
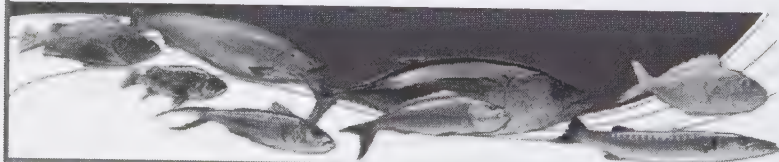
PacificSeafood®



450 N.E. Skipanon Drive, Warrenton, Oregon 97146 • 503-861-2201

The Pacific Seafood Group, a family owned, vertically integrated seafood company based in the Western United States. The Pacific Group processes West Coast products from Alaska to Mexico and owns and operates distribution facilities and distributes in Washington, Idaho, Montana, Oregon, California, Nevada and Utah. The Pacific Group exports products throughout Asia, Europe and the Middle East and also imports products from many of these areas as well.

Please see our web site for more information at:
www.pacseafoods.com



Alaska Pollock
Albacore Tuna
American Lobster
Atlantic Salmon
Catfish
Chum Salmon
Clams
Cod
Coho Salmon
Cold Water Shrimp
Dungeness Crab
Flounder
Halibut
King Crab
King Salmon
Lingcod
Mahi
Mussels
Oysters
Pacific Rockfish
Pacific Whiting
Pink Salmon
Sable Fish
Scallops
Seabass
Shark
Snowcrab
Sockeye Salmon
Spiny Lobster
Squid
Surimi
Swordfish
Tilapia
Trout
Warm Water Shrimp
Yellowfin Tuna

A Wave Goodbye

John A. 'Bolo' Ahola World War II veteran, 91

John A. "Bolo" Ahola, 87, of Astoria, died Sunday, March 14, 2010, in Astoria.

He was born Oct. 20, 1922, in Astoria, to Jussi Albanus and Elma M. (Jarvinen) Ahola. He was raised in Astoria, and graduated from Astoria High School in 1940.

On April 21, 1946, he married Lois C. Henningsen in Astoria. She survives, residing in Astoria.

He began trolling with Wayne Merila in 1940. He then worked at the Uptegrove Lumber Company from 1940 to 1942.

On Sept. 15, 1942, he enlisted in the U.S. Army and served in the South Pacific during World War II until his discharge in 1946.

After his return from the service, Mr. Ahola apprenticed as a carpenter and shipwright for Columbia Boat Co. In 1954, he worked as a civil service employee at Tongue Point. He then worked at the U.S. Coast Guard Air Station as a maintenance mechanic and retired from there in 1982.

He was a member of the First Lutheran Church in Astoria.

Family members said his hobbies included steelhead and salmon fishing. He also enjoyed hunting deer, elk and ducks.

He is survived by two sons and daughters-in-law, Wade and Mary Ahola of Sweet Home and Curt and Shelley Ahola of Astoria; three daughters and sons-in-law, Lynn and Roger Neal of Tacoma, Wash., Jill and Bart Adams of Fox Island, Wash., and Lori and Floyd Lacy of Bonney Lake, Wash.; 10 grandchildren, Ben Ahola and Rachel Tyler and her husband, Nick, all of Sweet Home, Mike Ness and his wife, Tobi, of Lacey, Wash., Matt Ness and Kai Ahola of Astoria, Jeremy Ahola and his wife, Kristie, of Wilsonville, Erik Neal and his wife, Meredith, and Brad Dinsmore, all of Tacoma, Kelsey Dinsmore and her fiancé, Jake Kennedy, of Fife, Wash., and Joseph Lacy of Bonney Lake, Wash.; and seven great-grandchildren.

A graveside service will be held at 11 a.m. Saturday, March 20 at Greenwood Cemetery in Astoria. A reception will follow at noon at First Lutheran Church, 725 33rd St.

In lieu of flowers, memorial contributions may be given to the First Lutheran Church Memorial Fund, or a charity of one's choice, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103



Keith E. Hillsbery Commercial fisherman, 70

Keith E. Hillsbery, 70, of Grays River, Wash., died Sunday, April 11, 2010, in Portland.

He was born Dec. 2, 1939, in Astoria, to Edward and Delores (Lawson) Hillsbery. His parents preceded him in death. His father was a commercial fisherman; his mother was a member of the Chinook Tribal Nation.

Raised on the banks of the Columbia River at Altoona, Wash., his father taught him essential fishing skills. Even as a youngster he pursued his family heritage on the water.

He attended Naselle High School, where he enjoyed all sports, especially basketball, and graduated in 1959.

He married Kathy Hillsbery. She survives, residing in Grays River.

After high school, Mr. Hillsbery fished commercially on the Columbia River, Willapa Bay and in Alaska. His first fishing vessel was "Lady," and his second was the "Altoona Kid." During the off-season he was employed in the logging industry.

He was a proud member of the Chinook Tribal Nation and a former member of Long Beach Elks Lodge No. 1937.

Family members said he enjoyed hunting of all kinds, sport salmon and sturgeon fishing, and was famous for his smoked fish. He tied and mended nets for fellow fishermen and was very proud of his gardening and landscaping skills at his residence.

In addition to his wife, he is survived by three sons, Keith "Skip" Hillsbery Jr. of Kansas City, Mo., Kevin Hillsbery of Chicago and Richard "Rickey" VanStane of Portland; a daughter, Heather Bilyeu of Moses Lake, Wash.; a brother, Ed Hillsbery of Rosburg, Wash.; eight grandchildren; six great-grandchildren; and numerous other members of his extended family.

Clifford Mehl 'Cliff' Johnson Astoria native, 87

Clifford Mehl "Cliff" Johnson, 87, of Astoria, died Thursday May 27, 2010, in Astoria.

He was born July 6, 1922, in Astoria, to Carl and Jonetha (Vee) Johnson.

He graduated from Knappa High School.

On Aug. 4, 1984, he



married Ethel Beelar in Astoria. She preceded him in death Aug. 24, 1996.

In 1943, he joined the U.S. Navy and served for two years as an aviation radioman and gunner.

Mr. Johnson flew aircraft then worked in a fish cannery, then logged and was a foreman moving log booms for many years. He retired from Crown Zellerbach Corp. after 35 years.

He was a member of Clatsop Post 12 American Legion and a lifetime member of the Astoria Elks Lodge.

Family members said he enjoyed spending time with his family, fishing, hunting and clam digging.

He is survived by a brother and sister-in-law, Elmer and Shirley Johnson of Astoria; a sister, Agnes Johnson of Portland; six stepchildren, Glenda Moore of Warrenton, Vickie Lamb of Granite Falls, Wash., Yvonne Van Horn of Salem, David Johnson of Westport, Craig Wheatley of Bend and James Wheatley of Emmett, Idaho; numerous nieces, nephews, cousins; 18 grandchildren; and 21 great-grandchildren.

He was preceded in death by three sisters, Borghild Christopher, Ida Baldwin and Clara Batenhorst.

A funeral will be held at 11 a.m. Thursday at Hughes-Ransom Cremation and Mortuaries in Astoria, followed by a reception at Clatsop Post 12 American Legion. After the reception, interment will take place at 3 p.m. at Knappa Prairie Cemetery.

Memorial contributions may be made to a charity of one's choice, in care of Hughes-Ransom Cremation & Mortuaries, 576 12th St., Astoria, OR 97103

Gerald (Gerry) Andrew Minsker Born May 4, 1929, Died June 7, 2010

Evergreen Memorial Chapel (cremation services) Interment will be at Willamette National Cemetery Mausoleum in August 2010.

Captain Gerald (Gerry) Andrew Minsker, 81 passed away peacefully at home on Monday, June 7th, with his wife and children by his side. Gerry was born May 4, 1929 in Cloverdale, Oregon to Godfrey Claude and Ruth Owen Minsker. He worked summers on the horse seining grounds on the Columbia River for Roscoe Miles, where he met his future wife Maureen Miles when he was 14. The family later moved to Portland, where Gerry graduated from Franklin High School. In 1946, he enlisted in the Army, where he served in the Korean War as Sergeant First Class for the Korean Military Advisory Group.



At the end of the war, Gerry was stationed at Fort Jackson in Columbia, South Carolina, where he married Maureen on March 22, 1952. In 1953, they welcomed their first daughter, Romaine, into the family.

In 1954, the couple and their daughter moved to Astoria, Oregon, where Gerry worked as Captain of the Arrow No. 1 for Knappton Towboat company. Their son Miles was born in 1955, a daughter Romelle came along in 1956, and their daughter Ramone was born in 1960. In 1969, the family moved to Portland, Oregon, where Gerry worked as Captain of the tugboat "Rossie" for Ross Island Sand and Gravel until his retirement in 1995. Gerry enjoyed boating, swimming, RVing, travelling to Alaska, Hawaii and Mexico, riding motorcycles, boxing, and watching sporting events with his son Miles. "Daddy" will forever be remembered as a kind hearted, fun loving man, wearing his Hawaiian shirts and Bermuda shorts, baseball cap and sandals.

Gerry was preceded in death by his parents, their Eugene, Manley, and Sam, his sister Ava, and his grandson Jesse Perkins. He is survived by his wife of 58 years, Maureen Minsker, and his four children Romaine Walters, Miles Minsker, Romelle Wampler and Ramone Perkins, his brother Hugh Minsker, 9 grandchildren and 5 great-grandchildren.

A Memorial Mass will be held on Saturday, June 26, at 11:30 am at St. Joseph's Catholic Church, 6600 Highland Dr., Vancouver, WA, with a Celebration of Life to follow at the LDS Church at 2223 NW 99th St., Vancouver, WA.

Ragnar Norgaard Commercial fisherman, 91

Ragnar Norgaard, 91, of Astoria, died Wednesday, May 26, 2010, in Portland.

He was born Dec. 28, 1918, in Molnabukt, Norway, to Kristian and Marit Vatn Nordgaard.

Educated in Norway, he moved to America in 1939.

During World War II, he served in the U.S. Merchant Marines in the Pacific Theater.

On Aug. 31, 1940, he married Stella Norgaard at Trinity Lutheran Church in Astoria. She survives, residing in Astoria.

Mr. Norgaard began his commercial fishing career in Astoria and Bristol Bay, Alaska. He retired in 1979.

He was a member of the Sons of Norway.

Family members said he enjoyed gardening, spending time outdoors, walking and clam digging. He was an avid sports enthusiast.

In addition to his wife, he is survived by two daughters, Sonja Norgaard of Bend and Penny Rodgers of Astoria; four grandchildren, Brent Williams and his wife, Lonnie of Bend, Brian Williams and his wife, Fariba of Fort Worth, Texas, Darren Rodgers and his wife, Dar, of Portland and Bryce Rodgers of Astoria; and six

great-grandchildren, Drew and Dustin Williams of Bend, Saidelle Williams of Fort Worth, Luke and Jake Rodgers of Portland and Kristian Rodgers of Astoria.

He was preceded in death by four brothers, Nils, Ole, Arne and Martin Norgaard.

A graveside service will be held at 1:30 p.m. Saturday, June 5 at Ocean View Cemetery in Warrenton.

Memorial contributions may be made to a charity of one's choice.

Hughes-Ransom Cremation & Mortuaries in Astoria is in charge of the arrangements.

Dennis Paul Petersen Longshoreman, 64

Dennis Paul Petersen, 64, of Astoria, died Sunday, May 30, 2010, in Astoria.

He was born July 2, 1945, in Astoria, to Lawrence Melvin and Stella Helena (Penttila) Petersen.

Raised in Astoria, he graduated from Astoria



High School in 1964. While in high school, he excelled in athletics.

In 1966, he married Paggy Lee Everard. They later divorced.

In 1980, he married Lisa Palo. They later divorced.

Mr. Petersen worked as a longshoreman for many years, retiring in August 2006. He also commercial fished for a period of time. He was a member of the Astoria Golf & Country Club and the International Longshore and Warehouse Union.

Family members said he loved being outdoors and was an avid golfer. He also enjoyed camping, fishing and hunting. He was always active in attending Astoria High School's games and followed their sports programs.

He is survived by three daughters and two sons-in-law, Julie and Mark Tibbetts of Corvallis, Terra and Tim Duey of Bend and Jenni Petersen of Astoria; a grandson, Dylan Tibbetts of Corvallis; two brothers and sisters-in-law, Larry and Jeanie Petersen of Astoria and Michael and Estelle Petersen of Knappa; a sister and brother-in-law, Laurie and Lance Sawrey of Gearhart; and numerous nieces, nephews and cousins.

What makes our funeral home the preferred choice in our area?

We have been selected by families who have lived here for generations. Not only have we served families for generations, I have raised my own family here. I am that familiar face you see at the grocery store.



If you are new to the area, this question is best answered by your local pastor, reliable neighbor, or close friend. Our reputation speaks for itself. You will hear about our dependable and trustworthy name that conveys quality assistance, genuine compassion, and unfailing care.

This is the care our family can give yours. Our care simply knows no bounds.



CALDWELL'S LUCE-LAYTON MORTUARY
1165 Franklin Ave. • Astoria • (503) 325-1811

**CALDWELL'S FUNERAL &
CREMATION ARRANGEMENTS CENTER**
113 N. Holladay • Seaside • (503) 738-9936

A celebration of life service will be held at 2 p.m. Sunday, June 6 at the Astoria Golf & Country Club, 33445 Sunset Beach Lane in Warrenton.

A private graveside service will be held at Ocean View Cemetery in Warrenton.

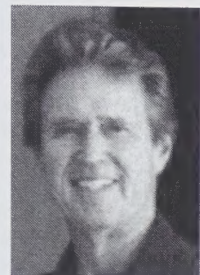
Memorial contributions may be given to the ILWU Scholarship Fund, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103

Harry Wallace Phillips In Loving Memory

Harry Wallace Phillips was born November 11, 1925 in Astoria, Oregon and entered into rest Wednesday, May 12, 2010.

Funeral Services are being held Wednesday, May 19, 2010 at 11:00 a.m. at Caldwell's Luce-Layton Mortuary. Rev. Ben Johnson is officiating the service; Special music by vocalist, Katie Ylitalo. Flag presentation by Mike Phillips, American Legion, Clatsop Post #12.

Honorary Bearers; Hans Lund, Dane Lund, Thomas Vilka, Edwin Phillips, Michael Pikkara-inen and Robert Raisanen.



Cont. on pg. 38

Bringing Banking Solutions to our Community.

**WELLS
FARGO**

No two businesses are the same.

That's why your Wells Fargo business banker will take time to get to know your business like no one else.

Kristin Talamantez, Manager
1218 Commercial St. • Astoria, OR 97103
503-325-8856

FDIC Now. And for the voyage ahead.



Cases and gifts packs available direct. Call for a free brochure or visit our website:
www.skipanonbrand.com

(503) 861-1434 or
(888) 738-8910 toll free

SKIPANON BRAND

Smoked or non-smoked, SKIPANON BRAND repeatedly reaps top honors for quality.

No preservatives, no artificial color or flavor-all is processed at our Warrenton plant.

We're proud to report,
"It's good and good for you."

Available locally at:
ASTORIA:

Pier 39
Home Baking
Maritime Museum
Uniontown Deli
CGES-Coast Guard Exchange
Northwest Gourmet Gifts
Astoria Column Gifts

WARRENTON:

Main St. Market

GEARHART:

Gearhart Grocery

SEASIDE:

"C" by the Sea, Lola's

TOLOVANA PARK:

Surfcrest Market

TILLAMOOK:

Tillamook Cheese Gifts

Elsewhere in OREGON:

Made in Oregon Stores
Market of Choice Stores
plus others...

**A
B
E
C
O.**

ASTORIA BUSINESS EQUIPMENT CO. & Columbia Chocolates

**"Serving the Columbia
North Coast Area"**

**1332 Commercial St.
Astoria 503/325-9750
FAX 325-2975**

Try our new system at abeco.net

The Northwest's Largest Independent Tire Dealer



McCALL TIRE CENTER

Warrenton & Seaside

Serving you 8 am till 6 pm Mon-Fri
8 am till 5 pm Saturday

1167 SE Marlin Ave, Warrenton (503) 861-3252
2155 South Holladay, Seaside (503) 738-9243

Cont. from pg. 37

A private graveside service will be held at Ocean View Cemetery in Warrenton.

A reception following the funeral services will be held at the Astoria Yacht Club, 1555 W. Marine Dr., Astoria, Oregon.

Willow Grove Marine Repair

Specializing in Custom Wood & Fiberglass Dry Rot Repair & Paint - Top to Bottom

Darren Crookshanks, Owner
6130 Willow Grove Road
Longview, WA 98632

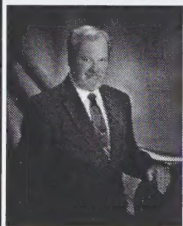
Call for Estimate (360) 957-4586



Hughes-Ransom
Cremation and Mortuaries
*plan for the future or
in time of need*

Serving our communities for 97 years
You can count on Hughes-Ransom
for caring, professional service.

Astoria: 325-2535 • Seaside: 738-6622



Our professional staff:
Pre-arrangement counselor
Rick Harvey, Larry Jamieson,
and Jeanne Peterson
Two Chapels and Reception
areas, with our on site crematory
affords our families to select personal-
ized services of their choice

576-12th St. Astoria
220 N. Holladay Seaside

Keith 'Sealy' Seal Commercial fisherman, 59

Keith "Sealy" Seal, 59, of Astoria, died Saturday, May 15, 2010, in Portland.

He was born Jan. 15, 1951, in St. Helens, to James Cecil and Marie Seal. His parents preceded him in death.

He attended Lewis and Clark Consolidated Grade School and graduated from Astoria High School.

Mr. Seal was a commercial fisherman both on the Columbia River and in Alaska. He was 15 years old when he started fishing in Alaska. He also worked on the trans-Alaska pipeline project and on dredges.

He was a member of Salmon for All and the United Cook Inlet Drift Association. Family members said he loved spending time with this family and friends, especially his dogs.

He is survived by a sister, Cheri Davis of Hammond; a long-time life partner, Sandi Barros of Astoria; a niece, Denise Marvin and her husband, Dan of Warrenton; a nephew, Tim McCleary of Dalian, China; a great-nephew, Erlend Fahlstrom of Astoria; and a great-niece, Lisa Fahlstrom of Hammond.

A celebration of life will be held at 2:30 p.m. Saturday at Andrew and Steve's Cafe, 1196 Marine Drive.

Memorial contributions may be made to Salmon for All Inc., P.O. Box 56, Astoria, OR 97103 or the Clatsop County Animal Shelter, 1315 S.E. 19th St., Warrenton, OR 97146

Gerald G. Sommerset Former Astoria businessman, 84

Gerald G. Sommerset, 84, of Sun Lakes, Ariz., former Astoria resident, died Saturday, March 13, 2010, in Gilbert, Ariz.

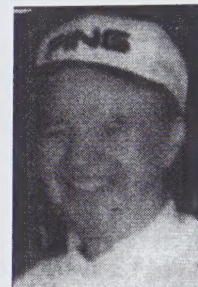
He was born April 24, 1925, in Astoria to Gustav and Aagot (Sundelin) Sommerset.

He graduated from Astoria High School and attended the University of Washington.

He served in the U.S. Merchant Marine and was discharged in 1944.

On May 9, 1946, he married Irene Williams in Astoria. She preceded him in death.

Mr. Sommerset worked in the tractor parts business, first at Interstate Tractor in Astoria and then Halton Tractor in Salem and Portland, becoming a manager. He and his wife then



Columbia Travel

Clatsop County's First Travel Agency
Founded 1934

We'll Get You The Best Fare!

Remember us for your family vacations!

AIR CRUISES TRAINS LODGING

Rose Marie Paavola

382 Twelfth Street
Astoria, Oregon
325-1531 or 888-325-1531

CITY LUMBER COMPANY

- Lumber • Plywood • Paint •
- Plumbing • Electric Supplies •
- Garden Supplies •

2142 Commercial
Astoria, OR 97103
325-4511 or 800-248-4511

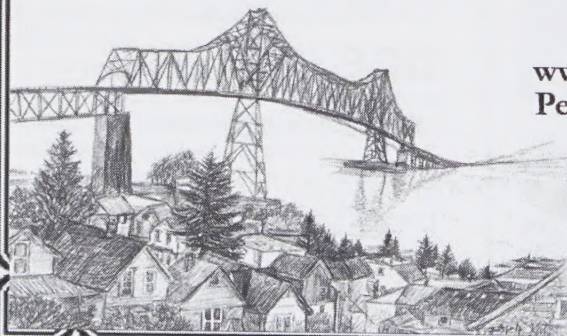
Astoria Real Estate

Your locally owned, independent Real Estate Office

www.astoriarealestate.net
Peter and Janet Weidman
Owner-Brokers

336 Industry Lane
(next to the Red Lion)

503-325-3304



Teevin Bros.

LAND & TIMBER CO.

Buying Timber or Timberland
With or without dwellings

- Contract Logging • Road Building
- Site Preparation

See our web site at...
www.teevinbros.com

503-458-6671
shawn@teevinbros.com

Shawn Teevin, President
AOL Professional Logger
CCB #133907

purchased Kaufman's Sport Center in Astoria. In 1988, he sold the business and moved near family in Arizona.

He coached the Lucky Loggers in Babe Ruth baseball and was a member of the Astoria Golf and Country Club and the Elks Lodge.

Family members said he loved spending time with his wife, family and friends, and had a passion for sports, especially golf, baseball and basketball. He was an avid basketball and baseball player while growing up in Astoria. Even as an adult, he was in demand to play on various teams. While owning Kaufman's, he occasionally played basketball with some of the high school young men, and loved it. He thought of his customers as friends. He had a special jump shot that he still talked about. He arranged for a lower basket to be installed in the area for younger basketball players. Also, he still spoke of the triple play that the Lucky Loggers achieved.

He is survived by a daughter and son-in-law, Julie and John Eckerman of Phoenix, Ariz.; a granddaughter, Michelle Eckerman of Phoenix; a great-granddaughter, Skylar Swinford of Phoenix; a brother-in-law, Jeffery Williams of Covington, Ga.; and two nephews, Brent Williams of Bend and Brian Williams of Dallas, Texas. A memorial has already been held in Phoenix.

He will be inurned at National Memorial Cemetery of Arizona in Cave Creek, Ariz.

Memorial contributions may be made to the Columbia River Gillnetter, P.O. Box 627, Astoria, OR 97103.

Angels Cremation and Burial of Mesa, Ariz., is in charge of the arrangements.

John R. 'Luke' Wall **Rural letter carrier, 82**

John R. "Luke" Wall, 82, of Longview, Wash., formerly of Svensen, died Saturday, May 29, 2010, in Longview.

He was born April 17, 1928, in Winslow, Maine, to Bradford L. and Yvonne (Chenervert) Wall.

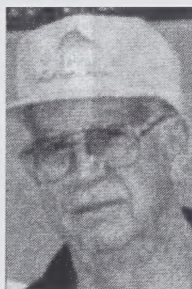
Raised in Winslow, he graduated from Winslow High School in 1946.

He enlisted in the U.S. Navy in November 1946 and served in Korea. He was discharged in November 1952.

On May 25, 1955, he married Charlotte A. Dunsmoor in Reno, Nev. She preceded him in death July 12, 1996.

Mr. Wall came to Clatsop County and worked for the U.S. Navy at Tongue point as a firefighter until 1959. In 1960, he became a rural letter carrier and worked for the U.S. Postal Service until his retirement in 1984.

He was a 50-year member of the Astoria Elks Lodge No 180 and was a Knappa School District 5J board member. He was instrumental in starting the Knappa-Svensen-Burnside Volunteer Fire Department and the Knappa-Svensen summer recreation program for children.



Family members said his hobbies included raising Hereford cows on his farm in Svensen, chopping wood and projects around the farm.

He is survived by two daughters and sons-in-law, Brenda and Willie Brosseau of Longview and Nora and Richard Skipper of Svensen; two sons and daughters-in-law, Randy and Brenda Wall and John and Suzanne Wall, all of Svensen; 10 grandchildren, Tyler Manser of Longview, Scott Manser of Santa Barbara, Calif., Christine Dickenson and her husband, Michael, of Phoenix, Ariz., Curtis Brosseau of Vancouver, Wash., Vanessa Oatfield and her husband, Wesley, of Naselle, Wash., Cynthia Skipper of Georgia and Derek Wall, Meghann Betts, Eli Skipper and his wife, Amanda, and Dionne Nichols, all of Svensen; a brother, Bradford Wall of Astoria; and eight great-grandchildren.

He was preceded in death by a sister, Pauline Turbyne.

A graveside service will be held at 1 p.m. Wednesday, June 2 at Knappa Prairie Cemetery.

Memorial contributions may be given to Lower Columbia Hospice in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103

Johnny O. Wahl

Born January 1, 1919 in Astoria, Johnny O. Wahl passed away peacefully at home August 9, 2010, surrounded by his family.

He is survived by his wife Mary; daughters Judi (Paul) and Kris (P.A.); grandsons Adam, David, Michael and Josh; granddaughter Andrea; great-grandson Sam; and sisters Helen Aline and Mary Carlson.

Johnny spent his childhood years in Astoria fishing with his dad. He served in the U.S. Army during WWII and moved to Seattle after the war and was united in marriage to Mary. He built the family home on Halls Lake in Lynnwood where he raised his children, salmon and lots of corn.

Visitation hours are from 9 a.m. to 8 p.m., Friday Aug. 13 at Evergreen-Washelli Funeral Home, Seattle. Funeral services at noon, Saturday Aug. 14 at Edmonds United Methodist Church, 828 Caspers St., Edmonds, Wash., followed by interment at Evergreen-Washelli Memorial Park, Seattle.

Remembrances can be made to Providence Hospice of Seattle.

Hazel Mildred Yeager **Astoria native, 90**

Hazel Mildred Yeager, 90, of Seaside, died Friday, June 18, 2010, in Seaside.

She was born June 26, 1919, in Astoria, to Onni Kristian and Johanna Elizabeth (Keranen) Raitanen.

She attended a oneroom grade school house in the Walluski area of Astoria, then attended Astoria High School and graduated in 1937.

On Nov. 13, 1945, she married Charles S. Yeager in Astoria. He preceded her in death Dec. 7, 1992.

Mrs. Yeager worked for a period of time at the Astoria Shipyards. After her marriage, she was a housewife and enjoyed raising her family. She then went to work for Bumble Bee Seafoods and worked there until her retirement in 1980.

She was a member of the First Congregational Church of Astoria.

Family members said her hobbies included painting and knitting, and she loved spending time with her family.

She is survived by a son and daughter-in-law, Charles "Tim" and Linda Yeager of Astoria; two daughters and sons-in-law, Kathy and Kent Israel of Warrenton and Angela and David Larson of Simi Valley, Calif.; three grandchildren, Kenneth Yeager and his wife, LeAnn, of Astoria, Andrea Alexander and her husband, Heath, of South Ogden, Utah, and Allisyn Smith and her husband, Jacob Leenders of Beaverton; five great-grandchildren; and numerous relatives in Finland.

She was preceded in death by a grandson, Shane Smith, in 2002; a sister, Toini Heino, in 1938; and a brother, Elmer Raitanen, in 1999.

A graveside service will be held at 1 p.m. Saturday, June 26 at Greenwood Cemetery in Astoria.

A reception will follow at the home of her daughter, Kathy Israel, at 90256 Lewis River Road in Warrenton.

Memorial contributions may be given to the American Cancer Society, Clatsop County Relay for Life, in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR 97103





North Shore Packing Co.- Knappton 1897
Photo submitted by Georgia Ann Marincovich

Next Issue: Winter 2011
 Astoria Boat Company
 Astoria Bicentennial



A publication of Columbia River Fishermen's Protective Union
 P. O. Box 627, Astoria, OR 97103

Non-Profit Organization
U.S. Postage
PAID
Permit No. 328
Astoria, Oregon

Change Service Requested